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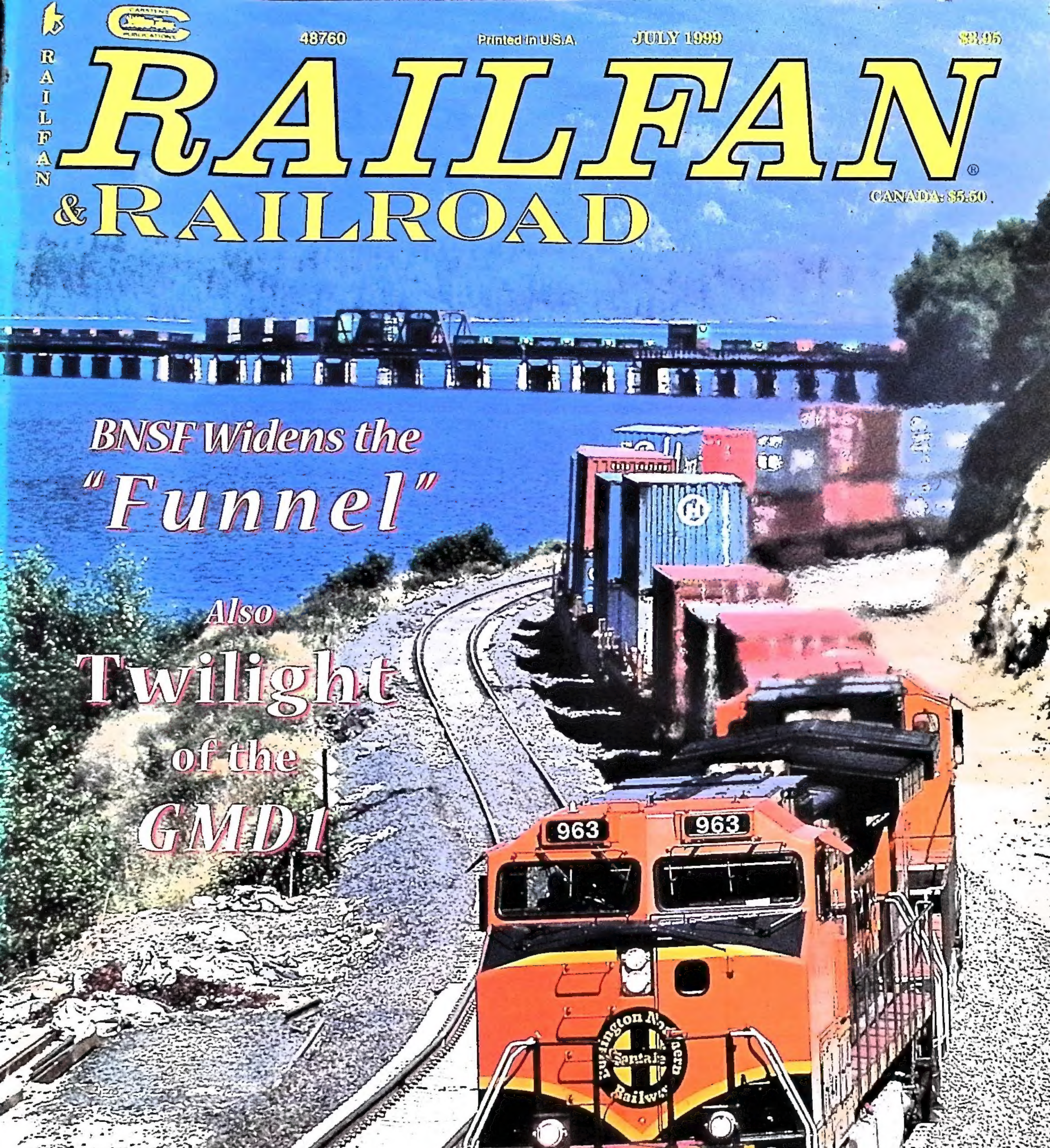

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FEATURES

6 **CP Rail's Sunbury Line Reborn** by Kevin Burkholder
10 **Trouble on Tehachapi** by Bruce Blackadar
24 **True Tales of The Rails** from Railroad magazine
30 **The Funnel: BNSF's Idaho Main** by Bruce Kelly
36 **Twilight of the GMD1s** by John Leopard
42 **The Business of Steam** by Tom Kelcec
62 **DM&E's Coal Line At Risk?** by Bob Gallegos

DEPARTMENTS

11 **Fanmail**/letters from readers
12 **Timetable**/events
17 **We'd Like You to Meet**/John Leopard
18 **The Engineer's Seat**/The snake and the shifter
20 **Railroadiana**/product news and reviews
22 **Lineside Legacy**/Rockhill Trolley Museum
26 **Railnews**/news stories and photos
48 **Book Depot**/railroad book mart
50 **On The Menu**/*Cafe Lafayette Dinner Train*
51 **Railfun**/Curt Katz
52 **Camera Bag**/High Risk-High Yield
55 **Videos**/videotape reviews
56 **Switch List**/classified advertising
58 **Transit Currents**/George M. Smerk
60 **Museum & Tourist Line Directory**
63 **Markers**/editorial commentary
63 **Railfanning Is:**/humor
65 **Advertising Index**/the railfan marketplace
66 **Final Frame**

on the cover

BNSF's capacity improvement project on The Funnel is in evidence as a westbound stack train, led by Dash 9-44CW's 963 and 1071, rolls along Lake Pend Oreille between Sandpoint and Algoma, Idaho, on August 13, 1998. Bruce Kelly details the changes taking place on this busy line starting on page 30. Photograph by Bruce Kelly.

From the Publisher's Desk: More Camcorder Comments

I always thought that my VHS-C camera produced an image slightly sharper than my original, bulky standard size camcorder, but not much. At normal speed, the VHS-C tapes played for 30 minutes, so that on trips of any length you'd have to later copy four of them onto a standard VHS tape. You copy video tapes using either your camera or a VCR connected to another VCR. This first generation copy loses slightly in definition, but lets you get rid of blank, bad or boring spots and lets you add titles. Copying the small VHS-C tapes onto standard VHS tapes lets you play them on any standard VCR without adapters.

The 8mm video cameras come in two types: 8mm and Hi8. 8mm gives about the same clarity as VHS-C, but Hi8 is a quantum leap forward in definition and is used by some professionals. The cost of VHS and VHS-C camcorders has dropped in the last few years and most are in the $350-$500 price range. Hi8 is still more expensive but, if you're serious about video, worth the extra cost.

Digital camcorders are the latest development in this field and provide the sharpest image yet in compact units. The salesman who sold me my Hi8 unit said the image was about 30% sharper than VHS-C and the digital camera about 10% sharper than the Hi8. The projected images would seem to bear out his statements. I take it most fans wouldn't want to chase trains with a huge half-inch or larger video tape as used by TV station camera news men. Most digital camcorders are about the size of a VHS-C or Hi8 camcorder and have most of the same features, although each year they seem to get more sophisticated. My new digital camcorder is roughly the size of an old Revere or Bell & Howell 8mm camera and is small enough to fit in my pocket. Batteries are rated at one hour playing time, although in practice, using zoom lenses and the other features, this can be much less. My Hi8 batteries, rated up to 8 hours of running time, would let me shoot a whole day without a battery change. I always carry a few extra fully charged batteries along just in case. Recharging batteries, even overseas, is no problem, but be sure to take along some adapters so you can plug your charger into those weird foreign outlets. Europeans and Asians think our outlets are weird. The adapters can be bought at Radio Shack and similar stores.

Today's camcorders automatically insert a date for about five seconds at the start of a day's shooting. Some have built in titles such as "Happy Birthday" or "Anniversary." You can also diddle with the computerized alphabet and make railroad titles, but it's easier to do this later at home with other equipment. The digital camera even lets you shoot old-fashioned style movies in sepia color. Professional film makers have fairly exotic and expensive machines to make editing easier. The average railfan doesn't need this top-of-the-line editing equipment. Even without it, he can edit his films, add still shots of bygone days and insert clips. Just remember that the instructions telling you how easy it all is are translated from the Malaysian into Japanese and then into English.

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There's still time to sign up for our rail tour of north and south Ireland, the Isle of Man and Wales, where we'll ride behind the former South African two-foot gauge Beyer Garrett steam locos. There'll be lots of steam, diesel, trolleys and even a real horse car line. For full info, phone Reggie at 800/821-6233. Or drop me a card at RAILFAN & RAILROAD, P.O. Box 700, Newton, New Jersey 07860. FAX: 973/383-4064, e-mail at: *hal@carstens-publications.com*. The trip is limited to a maximum of 25 persons.

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New Life for the Sunbury Line

CP Rail And NS Make Plans For A Major New Gateway

Article and Photography by Kevin Burkholder

CP RAIL TRAIN 556 is southbound through Sunbury, Pennsylania, approaching the connection with Conrail's Buffalo Line on June 3, 1994. This former PRR trackage will see increased traffic thanks to a new partnership between CPR and Norfolk Southern.

AFTER AN UP AND DOWN history, the future of Canadian Pacific's Delaware & Hudson Sunbury line seems assured as the line is poised to become a significant rail gateway between Canada and points south. In the coming months, with the completion of a major $12 million upgrade to the line, CP and partner Norfolk Southern intend to run upwards of ten trains a day over the former Pennsylvania Railroad route, creating another rail gateway through Harrisburg for Norfolk Southern, and strengthening the area's position as a major transportation and distribution center for the Mid-Atlantic region.

Recent History

In 1976, with the formation of Conrail, the Delaware & Hudson Railway acquired the former Pennsy line from Wilkes-Barre to Sunbury, Pennsylvania. The line would serve as a vital link for the expanded D&H, linking the New England states with points south. Under the D&H, interchange took place at the Richmond, Fredericksburg & Potomac's Potomac Yard in Alexandria, Virginia. To reach this point, the trains would operate south from Sunbury through Harrisburg, Pennsylvania, to Conrail's Port Road Branch to Perryville, Maryland, where they would connect to the Amtrak Northeast Corridor for the

remainder of the trip to Washington, D.C. These daily moves would continue into the era of New York, Susquehanna & Western control of the D&H in the late 1980s.

During its reign, though, NYS&W revised the traffic pattern and began moving this traffic via Conrail to Philadelphia, where interchange was made with CSX (traffic to NS would be continue on to the Washington, D.C., area via CSX). This change eliminated the need to supply the Pot Yard trains with locomotives specially equipped with cab signals and locomotive speed limiter (LSL) equipment, which was required for operation on the Northeast Corridor and Conrail's Port Road Branch.

In the mid-1990s, with CP Rail System in control of the D&H, the Potomac Yard traffic was moved back to the Sunbury Main. CPR operated a pair of trains, 555 and 556, between Montreal, Quebec, and the connection with Norfolk Southern at Alexandria, Virginia. Traffic to and from CSX remained on Philly routing as trains 557 and 558. The railroad equipped several dedicated power sets of SD40-2s with the required LSL/cab signal equipment for the Port Road and Northeast Corridor.

By late 1996, CP Rail System had set up the St. Lawrence & Hudson division to control the D&H and that spelled more change. Operating patterns were again revised, with all Canadian Pacific traffic routed off of the Sunbury line, and instead over Conrail's (and later Reading & Northern's) Lehigh Line via Allentown, Pennsylvania, to an interchange with CSX at Philadelphia. NS interchange also returned to the Susquehanna-era routing via CSX from Philly to Washington.

Over time, though, this routing would create more delays than the CPR could afford — moves over the under-maintained Lehigh Line, which Conrail was about to spin off to R&N, were often restricted by multiple 10-miles-per-hour slow orders. The delays were compounded by the need to have the motive power switch ends when the train arrived in Allentown before it could continue on to Philadelphia. As the delays grew, so did CPR's anxiety over where to move their traffic. The Sunbury Line seemed like the obvious choice, however, the logistics of having a dedicated pool of cab signal/LSL requirements would again become an issue, and CPR had established its traffic patterns around the Philadelphia interchange with CSX.

"ACTION RED" IN ACTION: *The October 20, 1998, joint NS-CPR inspection train breaks through a banner celebrating the reopening of the Sunbury Line as an important north-south "Bridge Route." Ironically, the ceremony was not held on the Sunbury Line proper, but instead on the connecting Delaware-Lackawanna trackage in Scranton* ***(below).*** *Freshly painted CPR GP38-2 7311 and a pair of NS units lead a trainload of officials and media as the special pauses in Scranton after its run up the Sunbury Line* ***(above right).***

Merger Moves

The Conrail acquisition proposal by CSX and Norfolk Southern soon created new opportunity for Canadian Pacific. After negotiations in May 1997, prior to the Surface Transportation Board's vote on the Conrail acquisition, CP and Norfolk Southern were able to reach an agreement for trackage rights. Under the agreement, NS would obtain haulage rights over CPR's Delaware & Hudson subsidiary between Harrisburg, Pennsylvania, and Binghamton and Albany, New York. In addition, NS and CPR would shorten transit times and routes by relocating their interchange from Alexandria, Virginia, to Harrisburg, and would share investment in track and bridge improvements on the D&H Sunbury Main Line. This arrangement would allow Norfolk Southern to directly connect to Guilford Transportation, and increase competitive rail service to New England. The move would also strengthen the traffic base and improve service to Canada.

In the deal, CPR received haulage rights on the former Conrail line that NS expected to operate between Detroit and Chicago, via Kalamazoo, Michigan. This route would give CPR a shorter, faster route for intermodal and other freight moving into the U.S. from shippers in the provinces of Quebec and Ontario. CPR would also be granted trackage rights between Harrisburg and Reading, Pennsylvania, allowing their service to Philadelphia to continue, without the reverse move in Allentown.

Bridge Route Reborn

During most of 1997 and all of 1998, track work progressed at a feverish pace. Loaded rail trains arrived from both Canadian Pacific and Norfolk Southern. Over $12 million would be dished out to bring the Sunbury main up to a steady 40 miles per hour. The rehab involved installing 15 miles of new rail, resurfacing 50 miles of track, improving twelve bridges, replacing five bridge decks, installing 86,700 additional rail anchors, renewing 43,000 crossties and significant brushcutting.

Upon completion of a major portion of the project, Canadian Pacific and Norfolk Southern held a rededication ceremony for the Sunbury route on October 20, 1998, complete with an inspection train which departed from Harrisburg's Amtrak station behind CPR GP38-2 7311 and NS GP60 7140 and B32-8 3553 and ran to Scranton. The train consisted of eight NS business cars and a single St. Lawrence & Hudson office car, and included invited government officials, shippers and other railroad authorities. At Scranton, passengers detrained for a series of speeches and a ceremony outside of the Lackawanna Station Hotel on the grounds of Steamtown National Historic Site.

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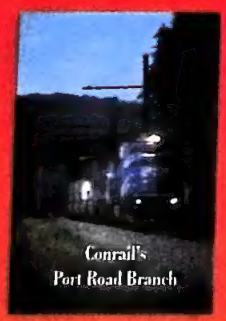
CP RAIL PHOSPHATE TRAIN NO.751 *passes through South Danville, Pennsylvania, on the Sunbury Line on February 4, 1994.*

"The re-opening of the Bridge Route brings life to the Canadian Pacific Railway/Norfolk Southern partnership to improve rail access to Canadian markets," said Delaware & Hudson Railway Chairman Jacques Cote.

Once the rehabilitation is complete, the Bridge Route will provide faster freight flows between NS and CPR. In addition, the Bridge Route will be the only direct, fully cleared domestic double-stack route between eastern Canada and the Southeast. Other benefits include improved service between the Port of Philadelphia and Canada, as well as a quick connecting route to the Guilford Rail System in New England.

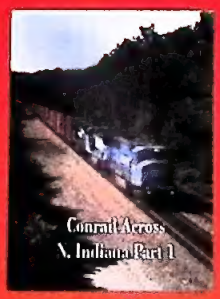
More Traffic, New Trains

All of CPR's traffic will move from the Allentown routing over to the Sunbury



The Port Road branch is one of the most difficult pieces of Conrail territory to photograph. Stretching nearly 75 miles from Perryville, MD to Enola, PA, this water-level route sees up to 25 trains in a 24-hour period, providing little opportunity for daylight operations. Three years in the making, this tape provides action in the form of coal and hopper trains, multi-levers, mixed freight, Office Car Specials, Conrail & Norfolk Southern stack, geometry trains and more! One hour, color and stereo sound with narration, maps, and graphics.$24.95.

Join us for a tour of the former DT&I/C&T railroad in the middle 80's. Our visit will start with the Cincinnati Gateway and end with the Delta Tel in the northwestern part of Ohio. Locations include: L&N's Dewaney Yard, Queensgate Yard, Mead Hi, Miamisburg, Dayton, Fairborn, Enon, Cold Springs Jct., Maitland, Belmont City, Thackery, St. Paris, Quincy Siding, Quincy, Jackson Center, Dropoff, Ford Park Junct. DT&I Jct., Colon, Ivan Grove, Homer, Malinta, the Mountain Bridge and Delta Hi. You will also see four towers and they include: Cold Springs, Morgan "OG" (Columbus Grove) and Homer. We'll even take you inside Cold Springs and Morgan Towers. For your enjoyment, this program also includes pacing shots between Columbus Grove and Ottawa, Ohio. Cabooses are in abundance as well as a cornucopia of engine paint schemes including the last locomotives that the DT&I purchased (GP40-2's) in the new slat logo paint scheme. One hour, full color, sound, narration, maps, and on-screen graphics. $24.95



Travel with Neff Video across Northern Indiana for a fast paced tour of Conrail's Chicago line. Locations covered are: Butler, Wakewood, Conrail Kendallville, Leo/Hessen, Enhart, Decalcit and Mishawaka. In addition to Conrail power, see UP, C&NW, BN, NS, SOO, SP and Amtrak. This video is not narrated but all locations are shown on screen along with train symbols and/or train type and direction. Full color, stereo sound, one hour. $19.95

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main and a Harrisburg routing. CPR train 555 (Alexandria to Montreal) and counterpart 556 will be shortened to interchange with Norfolk Southern at Harrisburg. CPR's 557 (Philadelphia to Toronto) and counterpart 558 are planned double-stack trains that never really materialized via the Allentown routing. These trains are expected to flourish on the speedier routing via the Sunbury Line to Harrisburg, then east to Reading and ultimately Philadelphia. The entire route is capable of handling double-stack traffic, including the Sunbury to Rockville, Pennsylvania, portion of Conrail's (NS) Buffalo Line that is used to access the Harrisburg Line.

CPR will also handle a pair of new trains, 154 and 155, which will operate between Enola, Pennsylvania, and Mechanicville, New York. These trains will consist of haulage traffic from Norfolk Southern. NS coal will move via the Sunbury Line for interchange to Guilford and delivery to the Bow Generating Station electric plant in New Hampshire.

The railroads expect that this new traffic should begin the daily trek over the now near-dormant line between May 1st and June 1st. At start-up, around ten trains will shine the steel, with more than a dozen daily trains planned in years to come.

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Bruce Blackadar

TROUBLE ON TEHACHAPI

AT 8:24 A.M. ON APRIL 5, 1999, Burlington Northern & Santa Fe freight H-PASBAR1-02 (a Pasco, Washington, to Barstow, California, run) derailed two mid-train helper units and ten cars at Milepost 352.6 — just east of Tunnel 10 between Walong and Marcel, California, and just above the famed Tehachapi Loop. The incident, which produced no injuries, closed the line for about 36 hours while clean-up and track repair efforts were made.The SD40-2 helper set and derailed flats could be observed from atop Tunnel 10 (**above**). The front section of the train is visible between the signal masts at upper left. Cause of the derailment was still under investigation at press time.

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Diesels on stamps

According to the May '99 R&R, the streamlined train stamps to be issued by the Postal Service in August 1999 will be the first U.S. stamps to picture a diesel-electric locomotive. Actually, diesels have appeared on U.S. stamps at least three times that I am aware of. An early E-unit is represented on the 1950 stamp honoring railroad engineers. A stamp commemorating the 125th anniversary of the B&O in 1952 showed an F3 alongside the *Tom Thumb* and a horsecar. A small illustration of generic F-units also appeared on a 1975 stamp honoring 200 years of postal service.

The Postal Service hasn't entirely ignored the diesel-electric in the past, although a case might be made for builder favoritism.

JAMES H. TATE
Cumberland, Md.

Blowing in the blizzard

I was interested in Bob Gallegos' description of a supposed incident with an Indiana Harbor Belt jet snowblower in the article "Battling the Blizzard of '99" in the April 1999 issue of RAILFAN & RAILROAD. At last check, all four of IHB's jet snowblowers are healthy and accounted for. Three of them worked quite well through the entire blizzard of '99. The fourth had an engine failure, but has since been repaired. The incident related by Mr. Gallegos did not happen on the IHB.

I am particularly proud of the effort made by IHB employees during the trying conditions in early January. On the day of the storm, January 2nd, IHB operated 25 trains across its main line in the Argo area. On January 4th in increased to 31 and by the 8th was over 50 trains per day. Switching at both Blue Island and Gibson Yards was slowed by the volume of snow in the classification yards, buth both continued to work during and after the storm and, in many cases, handled traffic not normally handled by IHB.

CHARLES H. ALLEN
General manager
Indiana Harbor Belt Railroad Company

✏ *Our apologies to the IHB. The wayward snowblower incident related by Bob Gallegos happened on another Chicagoland railroad, but they ain't 'fessing up to it. — S.B.*

Automatic stokers?

I'd like to comment on the LINESIDE LEGACY by Jeff Terry in the June 1999 R&R regarding Pennsylvania 2-10-0 No.4483 being equipped with "twin automatic stokers" — stokers applied to steam locomotives were anything but automatic. Not only did a fireman have to know how to adjust the various types of stokers, he also had to contend with the quality of coal, often quite poor.

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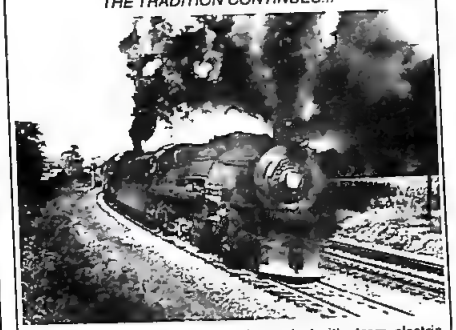

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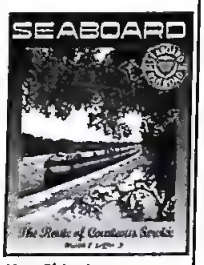

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Various engineers ran engines differently and the condition of the engine itself also had to be taken into consideration. The stokers that were installed in the PRR class I-1 were Duplex stokers, which had an elevator or conveyor on each side of the firedoor. Those elevators were often referred to as barrels.

The stoker was no luxury. No man could keep up with an engine of that size when firing by hand. The Pennsy was forced to install stokers, much to their dismay.

I'm a retired engineer who fired steamers. I wanted to clarify this subject, which was very well known by me.

RICHARD A. BERG
via the Internet

Unknown artist

Rarely is promotional artwork particularly interesting or exciting, especially railroad stuff, but the illustration on page 27 of the June '99 issue of Amtrak's new high-speed trainset is a knockout. The caption says only that it's an "artist's rendering." Who's the artist? He/she deserves credit. It's decidedly due.

TED ROSE
Santa Fe, N.M.

Hazy conditions at Zearing

Not even the haze at Zearing, Illinois, could obscure the fact that those F-units in the photo on page 8 of the June '99 R&R say HOTOMILRUB on the side! Somebody flopped Boyd's old Ektachrome. See page 15 of Steve Glischinski's *Burlington Northern and Its Heritage* for a correct (and much clearer) rendition.

MIKE WOODRUFF
via the Internet

The haze was so severe that it caused the image to refract multiple times as it hit the lens in a phenomenon known as "flipping." You see, the light, ummm, well it hits the haze and then the lens and, uh — never mind. Actually, when the slide was taken out of its mount for use in the BN book, it was put back in backwards. None of us caught the error, even after it appeared in R&R in reverse. But you should have seen Boyd trying to explain the track layout at Zearing to George and me using the flopped version — you could tell by Jim's description that something wasn't quite right . . . — S.B.

Beamed to the wrong ship, Scotty!

Regarding CAMERA BAG in the April '99 issue and Scotty's line when the whales were beamed from the ocean in *Star Trek IV — The Voyage Home,* I believe James Kirk and company were on a Klingon ship, not the *Enterprise.* Tell Jim Boyd his sentence is to watch all the Trek movies in order, non-stop.

CHUCK LEOPOLD
via the Internet

Chuck is absolutely correct. Kirk and the crew had stolen the Enterprise *to rescue Spock from the Genesis planet (not related to the Amtrak engines of the same name), but the ship was destroyed by the Klingons in the rescue effort. The crew then sought refuge on Vulcan, getting there with a stolen Klingon ship, but decided to turn themselves in to the Federation authorities. Dr. McCoy wistfully renamed the Klingon ship the* H.M.S. Bounty *for the return to Earth. The events of* Star Trek IV *took place on that voyage home (thus the name of the flick) using that Klingon ship, which eventually sank in San Francisco Bay. See the movie — S.B.*

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

UNION PACIFIC STEAM will be on the road throughout May and June. UP 844 and 3985 will leave Cheyenne, Wyo., in mid-May for an eight-day trip to Roseville, Cal., for the yard rededication ceremony on **May 26**. The UP will also operate a pair of two-day shippers specials over Donner Pass to Sparks on **May 27-28** and **May 30-31** with the likely power being 3985. There are two trips planned during the NRHS/R&LHS joint convention in Sacramento then the locomotives will head east immediately following the convention with **June 28**, Sacramento to Roseville; **June 29**, to Winnemucca, Nev.; **June 30**, to Elko, Nev.; **July 1**, layover in Elko; **July 2**, to Ogden, Utah; **July 3** to Rock Springs, Wyo., and **July 4**, to Cheyenne. Except for the two convention trips *(see separate listing)* no trips are open to the public. The only other public trips scheduled for UP steam will be the Denver *Post* trip to Cheyenne for Frontier Days on **July 24** with Challenger 3985. More details as they become available.

SCRANTON, PENNSYLVANIA. May 29-31. *Memorial Day Celebration — A Tribute to America's Greatest Generation* will be held at Steamtown National Historic Site. World War II reenactors will ride the 3pm train on Saturday and noon train on Sunday, Moscow station will be a WWII canteen, presentations on history and uniforms, WWII encampment with vintage equipment, modern military equipment displays, Army Transportation Corps GP10 on display, special postal cancellations honoring Union Pacific Big Boy 4012, more. Night photo session on Sunday 9pm-midnight with lighting by R&R's Steve Barry. Train tickets $10 adults, $8 seniors, $5 kids; night photo session $25, tickets available at event. For more information call Steamtown at 570/340-5206 or visit *www.nps.gov/stea.*

ALTOONA, PENNSYLVANIA, June 1. Circus Day at the Railroaders Memorial Museum with many displays. The Ringling Brothers and barnum & Bailey Circus is scheduled to traverse Horseshoe Curve during the day. For more information contact the Railroaders Memorial Museum, 1300 Ninth Avenue, Altoona, PA 16602; 814/946-0834.

20TH CENTURY RAILROAD CLUB (329 West 18th Street, Suite 902, Chicago, IL 60616; 312/829-4500; *www.20thcentury.org*) is sponsoring the following trips from Chicago. Contact the club for fares and details.

- **June 4-7,** *Tourist Trains & Halls of Fame in Ohio* with rides on Toledo, Lake Erie & Western and Cuyahoga Valley Scenic Railroad, plus Rock & Roll and Pro Football Halls of Fame.
- **June 25-July 1,** *Keystone State Special* via Amtrak with visits to Western Maryland Scenic, Steamtown, Horseshoe Curve, Railroaders Memorial Museum and more.
- **July 10-17,** *Colorado Rockies by Rail* via Amtrak with visits to Denver, Manitou & Pikes Peak, Royal Gorge Incline, Durango & Silverton Narrow Gauge, Air Force Academy and more.
- **July 30-August 7,** *East Coast Rail & Sail* via Amtrak to New York, cruise to Provincetown, Portland and Halifax.
- **August 19-22,** *Toronto* via Amtrak for Canadian National Exhibition.
- **September 11 or 12,** *Historic Home Tour* in Marshall, Mich., via Amtrak.
- **September 26-30,** *Once Around the Lake* via motorcoach and Algoma Central.
- **October 23-25,** *Autumn in Red Wing* via Amtrak, stay at St. James Hotel.

MANASSAS, VIRGINIA, June 5. 5th Annual Manassas Railway Festival will be held in Historic Old Town Manassas. Rail exhibits, Buckingham Lining Bar Gang, rail excursions on Virginia Railway Express, more family activities. For more information contact Historic Manassas, Inc., at 703/361-6599.

SPENCER, NORTH CAROLINA, June 5-6. North Carolina Transportation Museum's 12th Annual Rail Days at Historic Spencer Shops. Three steam and diesel trains in operation, dinner in the diner, railroadiana sale and other family activities. Information from North Carolina Transportation Museum Foundation, P.O. Box 44, Spencer, NC 28159; 704/636-2889; *nctrans.org.*

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *www.rrhistorical.com/frm*) will be sponsoring the following events at the museum in Strasburg. Admission is $6 adults, $5.50 seniors over 60, $4 kids 6-12, under 6 free, family maximum $16. Contact the museum for details.

- **June 5-6,** Pennsy Days featuring railroad artists and authors, special displays and tours.
- **July 2-4,** Reading Days with tours, a model railroad and other exhibits.
- **August 12-15,** Railroad Circus Days with scale model equipment of circuses.
- **October 16 and 23,** Lantern Light Nights with museum lit by lanterns.
- **October 30,** Halloween Haunting with museum transformed into a creepy cavern.

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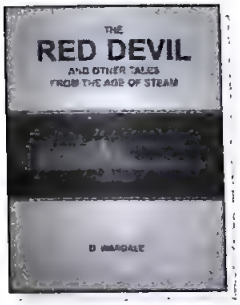
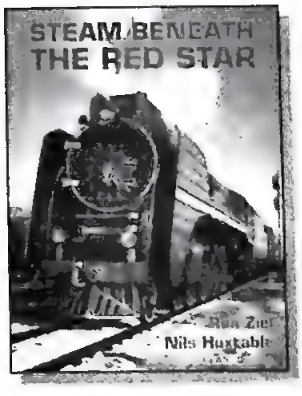


THE RED DEVIL and Other Tales From The Age of Steam by David Wardale — How appropriate that we close out the century that saw the transition from steam to diesel with the eagerly awaited chronicles of David Wardale, one of only a few men who didn't give up on steam, but fought to demonstrate its equality if not superiority to diesels. Here's the full story of the famous Red Devil 4-8-4 conversion project in South Africa, the 614T testing program in West Virginia, and the stillborn effort to create a super 2-10-2 in China. Here's the background, the theory, the politics, and the intrigue of building the next generation steam locomotive, but most of all, here's a wealth of technical details. 588 pgs, 70 color photos of a technical nature. **$59.95**

STEAM ON 4 CONTINENTS VOLUME 4: CHINA — David Wardale, proves he is as talented with the camera as the slide rule. Teaming with Germany's G. Haslbeck, the two combed the remaining steam lines of China for an entire decade from 1986 to 1996 to produce the fourth book in their worldwide series: **Steam On 4 Continents — Part IV: China**. The general maturing of steam photography has led to a creative emphasis on sunset silhouette, sun glint, and rugged topography photos, and this book excels on all three counts. Here are doubleheaded 2-10-2's on the famous climb through the S-curves leaving Zhongwei, action at the Yu River gorge, 4-6-2's between Tonghua and Changchun, road engines and helpers marching beneath towering smoke eruptions on the frozen grade to Nancha, even quaint narrow gauge lines, and much,much more. 128 pages, all color. **$39.95**

HEAVY METAL — Take three photographers, with a combined 75 years of experience documenting the rail scene, have them select their best shots of the outstanding steam railroads the world over, provide a generous 10½" x 11½" page format on heavy glossy paper, and you have **Heavy Metal**. When not recording the rugged mountain passes of Argentina, Austria, Bolivia, China, Pakistan, South Africa, and Turkey, the authors — George Bambery, Malcolm Holdsworth, and Robert Kingsford-Smith — were striking their campfires to capture the golden glint and silhouette scenes of steam at sunrise. Dynamic action shots from Australia, Brazil, Chile, East Germany and Germany, Hungary, India, Indonesia, Italy, Japan, Kenya, Poland, Portugal, Spain, Switzerland, and Syria are also featured. 160 pages. 199 color plates. **$44.95**

FAMOUS LAST LINES — We've all seen those glorious posters of the snow-peaked Himalaya Mountains. Now imagine a steam-powered train chugging up steep grades through quaint villages with The Himalaya as a backdrop. This is exactly the scene that awaits you in **Famous Last Lines**. Assembled by Malcolm Holdsworth, the works of 11 Australian photographers convey the character and landscape of five famous last steam lines. India's Darjeeling Himalayan Railway; Austria's Iron Mountain rack railroad in the throes of winter operation; South Africa's Garden Route; Argentina's Esquel line in Patagonia; and Australia's Sydney-Newcastle "Short North." 182 color plates. **$39.95**



STEAM BENEATH THE RED STAR — When steam began to disappear from the free world, Ron Ziel and Nils Huxtable set their sights on the most abundant sources of steam left in the world — the Communist countries. **Steam Beneath The Red Star**, is a lively chronicle of not just the locomotives that plied the socialist world, but the adventures of the photographers who dared document them. With contributions from Dusty Durrant and Pete Skelton, chapters depict the locomotives of Albania, Bulgaria, China, Cuba, Czechoslovakia, East Germany, Hungary, North Korea, Poland, Rumania, Soviet Union, Vietnam, and Yugoslavia. The book is a pleasant balance between lineside action shots and a comprehensive presentation of roster photos of the varied locomotive types that served under the Red Star. 256 pages. 88 color plates. 368 B&W photos. **$39.95**

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FOX RIVER TROLLEY MUSEUM (P.O. Box 315, South Elgin, IL 60177-0315; 847/697-4676; www.foxtrolley.org) will be holding the following special events. Fares are $2.50 adults, $2 seniors and $1.50 for kids. Contact the museum for complete details.
June 6, Spring caboose train rides.
July 4, Red, White & Blue Dollar Day, all rides $1.
October 3 and 10, Fall foliage caboose trains.
October 23, 24 and 30, Pumpkin trolley, pumpkins $1 extra.
October 31, Haunted trolley.
November 6, Railfan night with night photo session. Special fee applies, event starts at 4pm.

ROANOKE CHAPTER NRHS (P.O. Box 13222, Roanoke, VA 24032) will be sponsoring trips over newly-opened ex-Western Maryland trackage between Elkins and Belington, W.Va. Trip dates are **June 11-12, July 24-25** and **September 25-26.** For information and prices contact the Chapter.

BRYSON CITY, NORTH CAROLINA, June 12. Railroad Days at the depot featuring railroad exhibits, spike driving contest, more. For information call 800/867-9246.

GREENBANK (WILMINGTON), DELAWARE, June 12. Photographers' Mixed Freight charter on the Wilmington & Western with Baldwin 0-6-0 58 hauling vintage freight cars, combine and caboose. Night photo session and re-lettering No.58 planned. Trip limited to 70 riders, advance purchase only. Fare $55 adults, $49 kids. For tickets/information contact Alexander D. Mitchell IV, P.O. Box 2030, Glen Burnie, MD 21060-2030; *LNER4472@gateway.net.*

WISCONSIN & SOUTHERN RAILROAD is planning the following excursions in Wisconsin using the matched *Northern Pride* streamliner consist. For further information contact the Wisconsin & Southern Railroad, Passenger Department RF, 1890 East Johnson Street, Madison, WI 53704; 608/241-9767.
June 12, Neighborhood Appreciation Day at Markesan.
June 19-20, Depot Days at Edgarton.
July 2-5, Baraboo to Milwaukee for Great Circus Train.
July 24-25, Railroad Days in Horicon.
August 7-8, Civil War reenactment, Madison to Boscobel.
September 11-12, Wild West Days at Mazomanie.
September 25, Milwaukee to Oshkosh for Wisconsin Chapter NRHS.
October 2-3, Fall colors trips at Hartford.
October 9-10, Fall colors trips at Whitewater.
October 16-17, Fall colors trips at Boscobel.

CALGARY, ALBERTA, June 12-13. Railway Days at Heritage Park Historical Village with 0-6-0s in freight train duty, spike driving, speeder rides and more. For more information contact Heritage Park Historical Village, 1900 Heritage Drive S.W., Calgary, Alberta, Canada T2V 2X3; 403/259-1900.

THE *DOVER HARBOR* Pullman sleeper-buffet-lounge car will be travelling to Sacramento, Cal., for Railfair and the NRHS/R&LHS Convention from June 15-July 1. Stops at Glacier National Park, Portland and Chicago. Fare $4299 per person double occupancy, one-way and segments available. For more information contact the Washington, D.C., Chapter NRHS, c/o Henry Bielstein, 13425 Reid Circle, Fort Washington, MD 20744-6522; 301/292-9592; *dcnrhs@us.net.*

ALTOONA, PENNSYLVANIA, June 17-20. Penn State 1999 Railroad Heritage Conference will feature Railroads in Art, Music & Literature. Study tours include Conrail locomotive and car shops, the Railroaders Memorial Museum and an excursion. Tuition $440 (includes meals and double-occupancy lodging). For brochure with complete details contact Penn State Altoona, Continuing Education & Training, 3000 Ivyside Park, Altoona, PA 16601-3760; 800/PSU-TODAY; *www.outreach.psu.edu/ACE/RailroadHeritage/.*

SACRAMENTO, CALIFORNIA, June 18-27. *Railfair '99* at the California State Railroad Museum. Many visiting locomotives and rolling stock, including BNSF and UP diesels, Amtrak Talgo equipment and CalTrans California Cars. Visiting steam includes UP 4-8-4 844 and 3985, Sierra 4-6-0 No.3, Virginia & Truckee No.22 *Inyo* and No.11 *Reno*, Mount Emily Lumber Shay No.1, Western & Atlantic *General*, Graham County Shay No.1925 and Eureka & Palisade No.4 *Eureka*. Advance daily ticket prices are $12 adults, $9 kids 6-12, kids 5 and under free. Three-day and ten-day packages available. For updates, subscribe to *Railfair News* for $15 (six issues). For tickets or information contact the California State Railroad Museum Foundation at 916/445-6645 or e-mail at *csrmf@csrmf.org.* For subscriptions to *Railfair News* contact CSRM Foundation, Attn: *Railfair News*, 111 "I" Street, Sacramento, CA 95814; 916/322-8485.

RAILROAD CLUB OF CHICAGO (P.O. Box 8292, Chicago, IL 60680; 847/251-2262) will host the following trips from Chicago. Contact the club for full details.
June 19, Railfan excursion to Downers Grove to photograph trains on BNSF's ex-CB&Q line. Trip departs Union Station at 8:30am on a regular Metra train. Fare $10 includes round trip to Downers Grove.
June 20, Excursion to Fox River Trolley Museum in South Elgin. Trip departs Union Station on a regular Metra train at 10:30am. Fare $30 ($15 for kids under 12) includes rail and motor transportation and unlimited rides at the museum.

MENDOTA, ILLINOIS, June 19-20. Railroad Crossing Days at the Union Depot Railroad Museum sponsored by the Mendota Museum & Historical Society. Gandy dancer express, railroad swap booths, local artists, tours of CB&Q 4978, more. Photographic display of *Women & the American Railroad* by Shirley Burman will be at the Hume-Carnegie Museum throughout June. For information contact the museum at 815/538-3800 or the historical society at 815/539-3[illegible].

CANADIAN RAILWAY MUSEUM (120 rue St.-Pierre, St. Constant, PQ Canada J5A 2G9, 450/632-2410) is holding the following special events. Contact the museum for details.
Throughout 1999, Waiting for You at the Station exhibit with posters, paintings, diroamas and more.
June 19-20, *A Night at the Museum* featuring hoboes, train robbery mystery, starlight train and trolley rides, breakfast around a campfire and more.
August 27, interactive day honoring black porters and railway workers.
September 11-12, interactive day honoring passenger railroad workers.
October 8, interactive day honoring shop men.

SACRAMENTO, CALIFORNIA, June 21-26. Joint convention of the NRHS and R&LHS with the following trips. **June 22,** Amtrak train to Richmond, Cal., via Franklin Canyon or steam double-header on the McCloud River Railroad; **June 23,** UP 4-8-4 844 to Tehama, Cal.; **June 24,** Amtrak circle excursion to Oakland and San Francisco with layover for cable cars and streetcars, out via Martinez, return via Altamont Pass; **June 25,** seminars and Railfair; **June 26,** UP 4-6-6-4 3985 to Keddie via Feather River Canyon. Registration and convention details from NRHS/R&LHS Convention, P.O. Box 8289, San Jose, CA 95155-8289.

SACRAMENTO, CALIFORNIA, June 24. Night photo session at the California State Railroad Museum, sponsored by the CSRM Foundation and RAILFAN & RAILROAD magazine. Admission $5 with Railfair ticket from any day, $10 without a Railfair ticket. Fare payable at the event. For more information contact Steve Barry at R&R at 973/383-3355 (9am-5pm).

DURANGO & SILVERTON NARROW GAUGE RAILROAD (479 Main Avenue, Durango, CO 81301; 970/247-2733) will hold the following special events. Contact the railroad for complete details.
June 25 and July 30, Mountains by Moonlight night train.
August 27-30, Railfest '99 with moonlight train, Galloping Goose excursions, Eureka & Palisade No.4, more.
September 25, Fall foliage train with runbys.

BOSTON, MASSACHUSETTS, June 25-July 11. *Rails to the Rockies* tour via Amtrak, BC Rail and VIA. Visit Banff, Lake Louise, Jasper, Prince George and Vancouver. Fares start at $2400 per person. For information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

GALESBURG, ILLINOIS, June 26-27. Galesburg Railroad Days with equipment and displays including Frisco 4-8-2 1522, train show, excursion to BNSF yards, family entertainment. For more information contact Galesburg Area Convention & Visitors Bureau, 292 East Simmons Street, P.O. Box 749, Galesburg, IL 61402-0749; 309/343-1194; *gacvb@misslink.net*

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256; *www.pa-trolley.org*) will be holding the following special events. Admission is $6 adults, $5 seniors 65 and over, $3.50 children 2-15, kids under 2 free (except as noted). All events include trolley rides, displays, guided tours and more.
June 26-27, Trolley Fair.
July 24-25, Old Pittsburgh Days featuring vintage Pittsburgh trolleys.
August 14-21, take the trolley to the Washington County Fair.

HOBO RAILROAD and WINNIPESAUKEE SCENIC RAILROAD (P.O. Box 9, Lincoln, NH 03251; 603/745-2135) will hold the following special events. Contact the railroad for tickets and information.
July 3, trip from Tilton to Wirs Beach, N.H., for midnight fireworks. Train departs 7:30pm, returns 2:30am. Fare $10, children $5.
July 4, Party trains with food and favors. Trips depart Lincoln, N.H., 5pm and 7pm. Tickets $10, children $8.
July 24, August 7 and August 28, gold panning trains to Plymouth with demonstrations, snacks, lunch and more. Tickets $35, children $20.

PHILADELPHIA, PENNSYLVANIA, July 3-5. Convention of the Electric Railroaders Association. **July 3,** excursions on Norristown, Media and Sharon Hill lines, evening slide show; **July 4,** streetcar excursion with Kawasaki cars and Peter Witt car 8534, evening banquet; **July 5,** excursion on Market-Frankford Subway-Elevated. Full packages are $130, individual events available. For order form contact the Electric Railroaders Association, P.O. Box 3323, New York, NY 10163-3323.

RAILFAN & RAILROAD will celebrate its 25th Anniversary with a special rail excursion from Scranton to Analomink, Pa., on **July 5** in cooperation with Steamtown National Historic Site. Alco power eastbound, doubleheaded steam westbound with runbys. Trip departs Steamtown at approx. 8:30am. Tickets $59.95 adults, $39.95 kids 2-12. A box lunch may be purchased on the day of the trip. For tickets contact Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503; 570/340-5204. Visa/MC/AmEx accepted.

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-9600) will hold the following special events. Trains depart Flemington, N.J., at 11:30am, 1pm, 2:30pm and 4pm. Fares are $8 adults, $4 kids 3-12.
July 16, Mixed train with coaches added to regular freight train. Trip departs Ringoes at 10am. Tickets $20, advance purchase only.
July 17-18, Railroad Days '99 at Ringoes train station. Train rides, equipment displays, more.

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September 18-19, Great Train Robbery.

SCRANTON, PENNSYLVANIA, July 18-24 and July 25-31. Railcamp 1999 sponsored by the National Railway Historical Society and the National Park Service will be held at Steamtown National Historic Site. Railcamp is designed to provide a background in rail history interpretation, preservation and restoration, as well as transportation career opportunities and railroad operations. Participants should be between the ages of entering 9th grade in September 1999 and graduating 12th grade in June 1999. Tuition is $495 per person. For a descriptive folder contact Railcamp 1999, NRHS, P.O. Box 58547, Philadelphia, PA 19102-8547; 215/557-6606; *nrhs@compuserve.com.*

BALTIMORE & OHIO RAILROAD MUSEUM (901 West Pratt Street, Baltimore, MD 21223-2699; 410/752-2388; *www.borail.org*) is holding the following special events. Contact the museum for details.
July 21-25, A Day Out with *Thomas the Tank Engine.*
September 25-26, Fall Open House with special cab and caboose rides, yard switching, living history programs.

ELLENSBURG, WASHINGTON, August 5-7. Milwest 1999 Annual Meet with activities related to the western lines of the Milwaukee Road. Registration $10, tours extra. For information contact Kevin McCray, 6 Park Place, Llancy, MT 59634-9759; *mccray@ixi.net.*

CINCINNATI, OHIO, August 7. *Summerail at CUT* will be held at Cincinnati Union Terminal. Railroadiana show, multi-media slide shows, tours of Tower A provide a full day's activity. Slide show presenters include Dave Beach, Dan Finfrock, Mike Kempert, Mike Leach, Garland McKee, Dennis Nehrenz & Jim Bobel, Bonnie & Jerry Obert, Dave Oroszi, Fr. Dale Peterka, Dale Sanders, Steve Smedley and Scott Snell. Tickets $12 (checks payable to Cincinnati Railroad Club) from Summerail 1999, CRRC, P.O. Box 14157, Cincinnati, OH 45250-0157; 513/651-RAIL.

GLADSTONE, MICHIGAN, August 7-8. Steam excursions on former Soo Line and C&NW trackage sponsored by the DSS&A Division of the Soo Line Historical Society. Saturday morning trip to Manistique, Saturday afternoon trip to Hermansville, Sunday trip to Trout Lake. For information conatct DSS&A Division — SLHTS, 230 Ludington Street, Escanaba, MI 49829; 906/786-2192 or 888/335-8264.

MILWAUKEE, WISCONSIN, August 14-19. Trip to Lancaster, Pa., via Amtrak. Visit Choo Choo Barn, Toy Train Museum, Strasburg Rail Road and more. Fare $495 per person double occupancy includes most meals, Red Caboose Motel and rail travel. Information from Gerald Brettschneider, 3053 South 45 Street, Milwaukee, WI 53219; 414/545-0020.

PRINEVILLE, OREGON, August 24. Caboose rides behind Mt. Emily Shay No.1 sponsored by Central Oregon Model Railroad Association. Trips at 10:30am and 12:30pm. For information call Brad Peterson at 541/447-6158; *ovrr@hotmail.com.*

SOO LINE 2719 and 1003 will power trips in Wisconsin during the fall over the Wisconsin Central. For a complete information package contact the Chippewa Valley Convention & Visitors Bureau at 877/999-2719.
September 11-12, Soo 2719 from Whitehall to East Winona via Fox Valley & Western.
September 25, Soo 2719 from Chippawa Falls to Stanley.
September 26, Soo 2719 from Chippewa Falls to Withee.
October 2, two trips with Soo 1003 from Colfax to Cadott.
October 3, Soo 1003 from Colfax to Withee.
October 9, Soo 2719 and 1003 from Colfax to Emerald.
October 10, Soo 2719 and 1003 from Colfax across the St. Croix River.

WHIPPANY, NEW JERSEY, September 18-19. Railroad Festival '99 at Whippany Railway Museum. Theme will be a Return to the Fab Fifties Weekend with diesel streamlined train, fin-tailed autos and more. Train rides throughout the afternoon, fare $7 adults, $4 kids under 12; purchase tickets at the event. For more information contact the Whippany Railway Museum, 1 Railroad Plaza, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177; *www.interactive.net/~paultup/wrym.html.*

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; www.trainsunltdtours.com) is sponsoring the following trips. Write for a free catalog.
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September 25-26, Cumbres & Toltec Scenic Fall Colors Spectacular with photo freight, double-headed steam.
October 3, Redwood Steam Spectacular on California Western.
October 17, Railfan day on McLoud River Railway.

LOUISVILLE, KENTUCKY, October 14-17. 20th Illinois Central Railroad Historical Society annual meeting. Thursday trip on Corydon Scenic Railroad RDC's, Friday trip to Kentucky Railway Museum, Saturday railroadiana show and banquet with guest speaker Steve Lee of the UP steam program. For more information contact Mark L. Miller, 111 Scott Street, Marion, IL 62959-7102; 618/997-5788 evenings; *mlm270270@midwest.net.*

NORTH CONWAY, NEW HAMPSHIRE, October 16-17. 25th Annual Railfan's Weekend at the Conway Scenic Railroad. Operating locomotives include 0-6-0 7470, a GE 44-Tonner, two F7A's, two FP9s and an Alco S4. Train operations to Bartlett and Crawford Notch, plus last trip on Redstone quarry branch before the line is dismantled. Passenger, freight and mixed trains will operate. Freight photo session with Jules MacDonald. Tickets start at $38 adult, $19 kids 4-12. For complete details contact Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; 603/356-5251.

INTERNATIONAL TOURS

S&S TOURS (865 El Camino Real, Sierra Vista, AZ 85635; 800/499-5685; *www.ss-tours.com*) is sponsoring three trips through Mexico's Copper Canyon. Dates are **July 6-13, September 21-28** and **November 16-24.** Prices start at $1495. Contact S&S for complete details.

TEFS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring the following foreign steam tours. Contact TEFS for details.
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Mexico, November 13-21, private Copper Canyon charter, power includes last operating EMD FT diesel.
Trains Unlimited, Tours is also offering several trips in **Russia** in conjunction with GW Travel of England. Call or write for the Russian Tour Brochure.

RAILROADIANA MEETS

PHILADELPHIA, PENNSYLVANIA, May 22. Railroadiana Show sponsored by Conrail Technical Society and the National Association of Timetable Collectors at Philadelphia Airport Marriott Hotel, Arrivals Road, 10am-5pm. Admission $4. Information: John Krattinger, Conrail Technical Society, P.O. Box 7140, Garden City, NY 11530; 516/746-2034; *crts@worldnet.att.net.*

GREAT AMERICAN TRAIN SHOW will be held at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652.
June 5-6, San Mateo, Cal., Expo Center.
June 12-13, Belleville, Ill., Belle-Claire Expo Center.
June 26-27, Danbury, Conn., Western Conn. State University.
July 10-11, Upper Marlboro, Md., Show Place Arena.
July 17-18, Dayton, Ohio, Hara Complex.

GREAT MIDWEST TRAIN SHOW will be held **June 6** at DuPage County Fairgrounds, County Farm Road and Manchester, Wheaton, Ill., 10am-4pm. Admission $6, kids under 12 free. Information: Tom Edmonds, P.O. Box 1745, Lombard, IL 60148; 630/834-0653.

SAN ANTONIO, TEXAS, June 5. 9th Annual Summer Train Show at Live Oak Civic Center, 8101 Pat Booker Road, 9am-4pm. Information: Frolin Marek, 4647 Harpers Bend, San Antonio, TX 78217; 210/655-1400 evenings; *FrolinMarek@worldnet.att.net.*

ORRVILLE, OHIO, June 12-13. Depot Days Train Show sponsored by Orrville Railroad Heritage Society at Orrville Union Depot, West Market and Depot Streets, 10am-4pm. Free admission. Information: Robert Cutting, 6036 Criswell Road, Apple Creek, OH 44606; 330/698-2367 evenings and weekends.

ST. CHARLES, ILLINOIS, June 13. 23rd Annual Midwest Railroad & Transportation Show at Kane County Fairgrounds, Randall Road between Rt. 64 and Rt.38, 10am-4pm. Admission $5, kids free. Information: Turner Junction Enterprises, Inc., P.O. Box 158, Middle Amana, IA 52307; *jrbtjema@netins.net.*

LITTLE ROCK, ARKANSAS, June 19. Arkansas Railroad Club 19th Annual Show at Robinson Center, Markham & Broadway, 9am-3pm. Admission $3, kids under 12 free. Information: Bill Pollard, 2301 Washington, Conway, AR 72032-2766.

GALESBURG, ILLINOIS, June 26-27. Train show in conjunction with Galesburg Railroad Days at Carl Sandburg College, 2232 South Lake Storey Road, Saturday 9am-5pm, Sunday 10am-4pm. Admission $3, kids under 14 free. For more information contact Harry Grossman at 309/341-5269; *harryg@galesburg.net.*

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.
July 10-11, Chantilly, Va., Capital Expo Center.
July 24-25, Monroeville, Pa., Pittsburgh Expo Mart.

LaCROSSE, WISCONSIN, July 17. Rail Fair '99 sponsored by the 4000 Foundation, Ltd., at Copeland Park, 10am-5pm. Admission $2, kids under 12 free. Information: The 4000 Foundation, P.O. Box 3411, LaCrosse, WI 54602; 608/582-4761.

DENVER, COLORADO, July 17-18. 22nd Annual Mile High Railfair at National Western Complex, I-70 & Humboldt Street, Saturday 9am-5pm, Sunday 10am-4pm. Special 50th Anniversary *California Zephyr* display. Admission $4, kids under 12 $1. Information: Intermountain Chapter NRHS, 4701 Marion Street, Suite 305, Denver, CO 80216-2140.

I Would Like You To Meet ...

John Leopard

The author of this month's feature on Canada's GMD1 switchers was born on April 23, 1963, not far from one of the last regular steam operations in the United States. John Leopard tells his story this way.

"My interest in railroading was sparked at an early age from daily exposure to the steam switching operations at Northwestern Steel & Wire Company's steel mill in Sterling, Illinois. I grew up in Rock Falls, just across the Rock River from Sterling, and about three miles from the mill. NS&W was famous for utilizing a fleet of ex-Grand Trunk Western 0-8-0 steam switchers that were finally replaced by diesels in 1980. While I am not much of a fan of today's excursion steam, not many people my age can say they witnessed steam earning its keep in daily operation.

"My interest grew with encouragement, and mobility, provided by my parents. To this day, my mom can probably out-maneuver the most experienced of train chasers. Prior to retiring, my father was a long-distance truck driver. Many friendly arguments have ensued over which mode of transportation is best. I usually declare victory by pointing out the values of piggyback!

"During my grade school years, I became a fixture at the Chicago & North Western's 'NY' tower at Nelson, Illinois, a ten-mile round trip on my bicycle. It was not long before the tower operators invited me in, and I soon became more interested in what went on inside the tower than what passed by outside. I was fascinated with the many unseen rules and procedures necessary for the safe movement of trains. My first visit to a train dispatcher's office, the Milwaukee Road in Ottumwa, Iowa, was just as exciting as my first cab ride arranged by my father — he knew the engineer — in a BN GP7.

"Many afternoons were spent shooting everything in sight with my mother's Kodak Instamatic camera until one of the tower operators at Nelson, Mike McBride, introduced me to 35mm. Mike usually brought his camera to work in case anything notable was to pass by and, if he was not busy, Mike would teach me some of the basics of 35mm. A summer of farm work brought enough money to buy my first good camera. I soon became aware that there were other people with my interest, as Mike introduced me to the unusually large group of fans in nearby Dixon.

"Shortly after graduating from high school, I took a job in construction near Dallas,

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Texas, where I lived for three years. On a trip to New Mexico in 1987, I met two railfan dispatchers, Don Marson and George Pitarys, while photographing trains in Abo Canyon (yes, Abo had its appeal even before the warbonnets were revived).

"Friendships later evolved, and it was about one year later when George helped me land a job dispatching trains for the Boston & Maine at their North Billerica, Massachusetts, headquarters. Since then, due to mergers and office consolidations, I have become sort of a modern day boomer. I have dispatched trains for the Burlington Northern in both Billings, Montana, and Minneapolis, Minnesota, the Rio Grande/SP in Denver, the Santa Fe in Schaumburg, the Duluth, Missabe & Iron Range in Minnesota and, presently, the Wisconsin Central.

"While I enjoy photographing most anything on rails, Canadian railroading is what I enjoy the most. Being an avid Alco diesel fan led to many trips to Eastern and Maritime Canada to shoot Canadian Pacific, Canadian National and Cartier Mining MLW's. My present photographic goal is to see as much of Canada as possible, especially since things are getting more interesting all of the time north of the border with all of the new short lines being created. My other primary interest is in the iron ore hauling railroads of the Lake Superior region.

"My photographic equipment includes three Pentax MX bodies. After years of abuse, these fully manual relics have treated me pretty well. After being burned with a zoom lens earlier in life, I vastly prefer the speed and sharpness of a fixed focal length lens, although my bag-o-glass backpack gets pretty heavy on those longer hikes. For many years I exposed a ton of Kodachrome 64 but in the last five years I have switched to K25 almost exclusively, except for a limited amount of Fuji Provia which I tend to use in inclement weather.

"After seven years of courtship and four years of marriage, my wife, Margo, has become very tolerant of my railroad activities — both professional and avocational. However, she never did like to get up at the crack of dawn to get those sunrise glint shots! Our son, Nathan, is three years old and now calls out all grade crossings from the back seat of the car. We are expecting our second child in April.

"This is my second R&R byline and my photos and articles have appeared in many railroad publications and calendars. Other than the checks, of course, what I enjoy most about writing articles is the knowledge I gain while researching them. I like to learn as much as possible about the people, history and operations of my photo locations and article subjects." ⊂

THE ENGINEER'S SEAT

by THOMAS D. DRESSLER

The black-headed red snake and the X-31 shifter

ON A TYPICAL HOT and stuffy August Saturday in 1981, I was called for 7:30 a.m. as engineer on the X-31 turnaround shifter, a 139-mile run from Portsmouth to Circleville, Ohio, turn, and return. I had two 4100-series four-axle GP38s coupled short hood-to-long hood with the lead, or westbound, unit running long-hood lead, with 20 cars and a caboose. Leaving Portsmouth, it looked as if it would be an uneventful, quick trip to "Circle City," as we sometimes called Circleville, and then back home. Usually on Saturday there was not too much work to do in between, and you were back at your home terminal is less than eight hours. The crew, in addition to myself, included a conductor and two brakemen, one on the each end of the train. No fireman was available so I would have to do all of the work myself.

Things went smoothly with a one-car set-off at Lucasville, which involved crossing over to the eastbound main line and "dropping" the car into an opposite direction siding. (For you newcomers out there, let me explain a "drop" — a drop is when the car to be set off is behind the engine and the siding switch is facing the wrong direction, in this instance the wrong direction for a westbound train. The engine with the car[s] is backed a sufficient distance past the switch, speed is built up, slack is given, and one of the brakies pulls the uncoupling pin between the unit and car[s], the engine then speedily takes off outrunning the rolling car[s]. As soon as the engine clears the points of the switch on the main line, one of the other groundmen throws the switch to align it for the siding and the car[s] rolls freely into the siding. It's a somewhat dangerous move, and all parties involved must be working as a team, but it is necessary in many situations. To provide quick acceleration of the engines, the throttle is left in Run 8 and at the appropriate time on the signal from the brakie, the generator field switch is quickly moved to "off," while at the same time applying the engine or independent brake to give slack. Then the generator field switch is returned to the "on" position as the engine brake is released and the units take off like a scolded dog to outrun the car[s] being dropped.)

Next we did a little work at the huge Mead paper plant at Chillicothe, again crossing over to the eastbound track for the moves of pulling six loads and placing two empties. Proceeding west, we pulled five

PLEASE SEND correspondence concerning THE ENGINEER'S SEAT directly to Tom Dressler via e-mail at *engineer@railfan.com.* ⊂

loaded grain hoppers at Kingston at the top of Delano Hill.

We had done most of our work westbound before it became too hot and unbearable, affording us — hopefully — a "4-60" air cooled run back home. ("4-60" means four windows open and 60 m.p.h.) We had to do a little switching at Dorney, three miles east of Circleville, and then we would proceed to Roundtown, cross over to the eastbound main, turn and head south. Thankfully there was no switching needed at the paper mills at Circleville on this day.

I like my column to be not only informative and entertaining, but also edcational as well. In that light, let me digress to a little history lesson. In N&W steam days, Dorney was a coaling and water station. A huge old-time wooden coaling stage spanned both main lines and the three middle tracks. Main line steam engine stopped here in both direction for coal if needed, and the Circleville yard engine at that time also partook of coal bunker loads of West-By-God's best bituminous. In 1951, after the advent of the auxiliary water tenders, which carried 20,080 gallons of water, most road engines on the Scioto Division, namely the simple, high pressure articulated Class A 2-6-6-4s — with added coal boards for an additional five tons of coal — could make the run from Portsmouth to Joyce Avenue with no stops. However, nearing Joyce with heavy coal trains trailing, the fireman or head brakie was back in the tender coal bunker with a broom sweeping what was left of the 35 tons to the stoker screw. Many times they went into Joyce with only a bushel-full or less of coal remaining and most of the 40,080 gallons of treated water evaporated through the exceptional boiler of the 1200s. The Dorney coaling station was closed soon thereafter.

Working at Dorney, I had not changed sides nor ends yet, still running from the right side of the lead GP38 with all windows and doors open, enjoying the breeze that blows continuously through the Dorney Flats. My radio had quit functioning miles before, and we were using hand signals for all moves. I was holding on to about 30 cars with no air under them (the automatic air brakes were not charged and thus were inoperative) and the 15 cars nearest the engines were loaded grain hoppers. We were kicking cars — giving them a good fast shove, then on signal stopping the units and cars ASAP, letting the car or cars the crew had cut off roll into Dorney siding or back towards our main train on the westbound track, depending on if they were to be left at Dorney or stay with the train. It was difficult to stop that many loaded grain hoppers with just the independent engine brakes, even with two units, and I would have preferred to have air in the loaded grain hoppers at least, but such was not the case.

On signal, I made a big power kick, put the independent brake in full application, and danged if the knuckle pin on the trailing unit didn't pop up, resulting in a parting of the couplers between the units of my locomotive consist. The cut of cars, with the trailing unit attached, rolled away from me. The various air and multiple unit hoses between the units began popping, and the red m.u. cable — the loose black end of which thankfully had remained on the trailing unit and was away from me — was whipping around like a large, demented black-headed,

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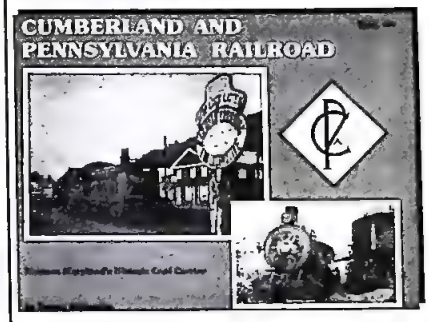

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White Fish to Havre, MT..(2 Parts)	19A,B	Willimantic, CT to Palmer, MA	120
Chicago, IL to Valparaiso, IN	20A	Brattleboro, VT to Walpole, NH	122
Fort Wayne to Valparaiso, IN	20B	Palmer, MA to Brattleboro, VT	123
Pittsburg to Sutersville, PA	20-3	St. Albans to Northfield, VT	124
Sutersville to Indian Creek, PA	20-4	Northfield to Hartford, VT	125
Indian Creek to Rockwood, PA	20-5	Walpole, NH to Hartford, VT	126
Rockwood to Hyndman, PA	20-6	Penn Sta. NY to South Amboy, NJ (GG-1)(B&W)	131
Hyndman to Stuart Tunnel	20-7		
Stuart Tunnel to Martinsburg, WV	20-8		
Martinsburg to Dickerson, MD	20-9		
Dickerson to Washington, DC	20-10		
Toledo, OH to Detroit, MI	21A		
Detroit to Jackson, MI	21B		
Jackson to Kalamazoo, MI	21C		
Chicago, IL to Michigan City, IN	21-4		
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No. Sta. to Haverhill, MA & Framingham to So. Sta.	41		
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Atco, NJ to 30th Street Station, Philadelphia	53B		
Hoboken to Gladstone, NJ	58		
Hoboken to Dover, NJ	59		
Hoboken, NJ to Suffern, NY..(Bergen County Line)	60		
Hoboken, NJ to Suffern, NY..(Erie Main Line)	61		
Hoboken, NJ to Spring Valley, NY	62		
Suffren to Campbell Hall, NY	63A		
Campbell Hall to Port Jervis, NY	63B		
Hoboken to Montclair, NJ	67		
Hoboken to Netcong, NJ	68		
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red snake. My first thought was, "My goodness, look at that Anaconda after a small critter!" (Later while rethinking the event, I decided that no one in their right mind would have attempted to obey Mark 16:18 and other verses from The Good Book, "they will pick up serpents"!)

The vertical handrail stanchions, to which the safety chains between the units were fastened, started bending down until the pressure on the chains caused them to snap. I knew if a broken chain link should hit me it would not feel too nice, so I jumped up out of the seat and over into the center of the cab and, sure enough, a link flew threw the open door and into the cab and bounded around like an errant .45 slug, in the process hitting a window and cracking the safety glass. I shudder to think what the link would have done had it struck me full force! I had lost a front tooth in the steel mill about 25 years earlier in a similar encounter with a chain and had personal knowledge of what it could do.

My remaining unit still had its operating air brakes but I applied the hand brake as quick as I could just to be safe and went chasing the other unit — which had no air brakes whatsoever — and the cars. Meanwhile, the loose cut of cars ran back into the siding and hit the cars already there with a tremendous bang at about nine miles per hour. Of course, the head shack and both brakies had left the immediate area as they were sure I had messed up. They all stood 30 cars away with their hands on their hips and I can just imagine the words they were using to describe my engine handling abilities and my parentage. However, when they saw me hit the ground and run their way, then climb up on the other unit, they knew something had gone wrong. My main objective was to get the loose unit tied down with the handbrake to prevent that unit and attached cars from rolling back towards the lead unit and causing further damage.

Most of the m.u. air hoses between the units were ripped off, or some of the gladhands ripped out of hose ends (m.u. air hoses are of smaller diameter and have smaller gladhands than the main air brake hoses. One thing in my favor, glad hands are designed to pull apart when stretched, but the m.u. hoses didn't work as intended — it all happened too quickly, I suppose). The hand rail posts were almost parallel to the ground and each post had a short piece of chain dangling down. The m.u. cable had pulled out of its socket on the lead unit but was not damaged. We called the car inspector at Circleville, and he brought a "come-alone" ratchet tool with him, and we straightened the handrail posts as best we could.

Having no extra m.u. air hoses with us we swapped the units around at this time in order to have good air and m.u. connections between them. We should have wired the offensive coupler pin down to save another problem, but in my haste to get going, I failed to do so.

Usual practice was to cross over to the eastbound mainline and then swap ends for the run back to Portsmouth. So after we finished our work at Dorney, we got permission from the dispatcher at Portsmouth to cross over to the eastbound main and began what we pictured as a quick run south to Portsmouth and home. However, with the erring coupler at the rear of the trailing unit against the train, the coupler pin popped up once again just south of Piketon, causing the automatic air brakes of the train to go into emergency, followed by a quick, undesired stop. I found a piece of bailing wire on a nearby fence post, wired the pin down and we made it to Portsmouth without further delay.

I reported the damage on my MP-60 Work Report and also told the round house foreman at the Service Building in Portsmouth of the problem, but he told me he already knew about it — I suppose the car knockers at C'ville had called him and given him the detail of the pull-apart. The mechanics in the Service Building installed replacement m.u. hoses, and heated the bends of the handrail posts and had them vertical again in no time flat. Even with new safety chains installed, the units were only delayed about two hours.

I never heard a word about the incident, so apparently I was considered blameless. It was written up as defective equipment and, since no one was injured, that was the end of the ordeal of the "Black-Headed Red Snake and the X-31 Shifter." ∞

RAILROADIANA

Train 45: Railroad Songs of the Early 1900's (Rounder CD 1143)
Night Train: Classic Railroad Songs, Volume 3 (Rounder CD 1144)

Following the release a couple of years back of two CD's full of railroad songs (*Steel Rails: Classic Railroad Songs, Volume 1*, and *Mystery Train: Classic Railroad Songs, Volume 2*), eclectic independent record label Rounder is back again with two more volumes of historic train songs. The first of these new releases, *Train 45: Railroad Songs of the Early 1900's*, contains 26 "tracks" recorded between the 1920s and '50s, with special emphasis on the earlier decades, by a diverse collection of artists — from mountain musicians to early country pioneers, to bluegrass and blues artists and even a group of prisoners. Many of these songs are obscure, others are better known (although some of these versions might not be), and their connections to railroading range from legitimate to tenuous (humorous duo Homer & Jethro's "Poor Little Liza, Poor Girl," for instance, which is only a train song in that Liza died on a train). Among the highlights are hillbilly fiddler Curly Fox's take on "Wreck of the 1256," which recounts a 1925

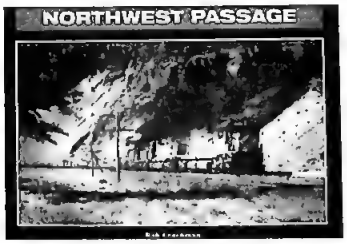
accident on the C&O, and the better-known "Wreck of the Old 97," recorded here by cowboy band The Arizona Wranglers (the more famous version, which sold over one million copies, was by Vernon Dalhart, a classically trained singer who found fame as an early perfomer of what was then known as "hillbilly music"). From the 1920s come a pair of influential tunes by the duo of Henry Whitter and blind fiddler/singer G.B. Grayson, "He Is Coming to Us Dead" and "Red and Green Signal Lights." Lew Childre's 1951 "Riding the Elevated Train," one of the most recent recordings included here, features instrumental back-up from respected country sidemen Grady Martin and Tommy Jackson. Also of note are Grand Ole Opry pioneer Uncle Dave Macon's remarkable performance of "Death of John Henry," and one of the first-ever recordings of "Rock Island Line," performed by a group of convicts in Arkansas in 1934, and recorded by folk song collector and historian John A. Lomax on one of his frequent "field trips" to preserve such music. Rounding out the set are interesting and detail-filled liner notes by Norm Cohen.

Rounder's other new volume, *Night Train*, focuses on the contributions that African-American artists have made to railroad song. This set, which is perhaps even more diverse than *Train 45*, features 14 cuts — everything from the big band swing sound of Louis Jordan's "Choo Choo Ch'Boogie," to the great Muddy Waters's "All Aboard," to the modern rhythm & blues styling of The Holmes Brothers's "There's a Train." Linda Tillery & The Cultural Heritage Choir's gospel rave on "Rock Island Line" stands out, as does Nora Lee King's hot 1942 recording of "Cannon Ball," and Sister Rosetta Tharpe and Lucky Millinder's Orchestra turn in a terrific performance of "Trouble in Mind" (though the song's railroad references are vague). Norm Cohen's well-researched notes polish off this collection as well.

It is clear that a significant amount of research and care went into producing these volumes, and Rounder is to be commended for preserving this music, much of which would otherwise be forgotten. These albums, along with the earlier pair, *Steel Rails* (Rounder CD 1128) and *Mystery Train* (Rounder CD 1129), can be found or ordered at most record stores using the catalog numbers — *G.F.*

Book review

Northwest Passage, by Rob Leachman, published by Hundman Publishing, 13110 Beverly Park Road, Mukilteo, WA 98275, 800/810-7660. 160 9"x12" pages, hardcover, horizontal format, $59.95 plus $4.00 shipping.



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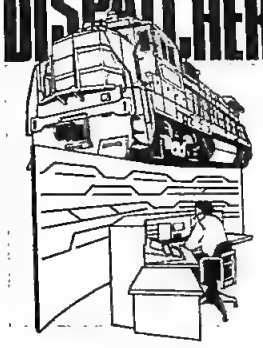

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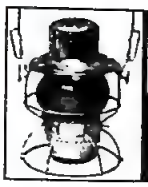

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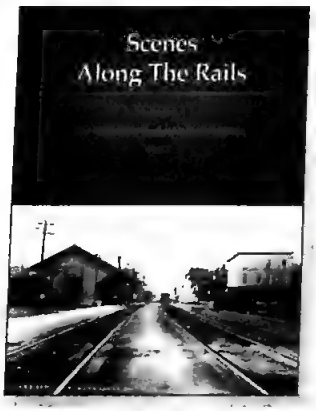

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BNSF's former Burlington Northern lines in the Pacific Northwest by means of 186 color pictures, taken by many of the region's noted photographers. The coverage area begins at Sandpoint, Idaho, and works west into Washington and south through Oregon to northern California, with brief visits north to BN's operations in British Columbia.

While this is intended more as a pictorial effort, author Leachman does manage to condense what could be a long and complicated history into digestible bites of text. Add to that the color maps and informative captions, and you've got a pretty picture book with substance and backbone as well. There are a few minor errors, like the mention of Northern Pacific's "Granite Lake line change in 1964," which was actually completed in September 1965. The description of a "nine-mile, 0.8% climb from Keystone to Sprague" in eastern Washington was probably meant to refer to the one percent climb from Sprague to Fishtrap, since Keystone to Sprague is mostly flat terrain. But such inaccuracies are few, and they're trivial compared with the overall accomplishment of assembling such a nice package of both words and pictures.

Flipping through chapters titled "The Funnel," "Over the Cascades" and "Through Coulees and Canyons" was like taking another railfanning day trip to all those familiar locations that I fell in love with back in the early 1980s, and where I've been exploring again since moving back to the Northwest in 1996. Other chapters deal with equally interesting territory like the granger branch lines; the north-south corridor between Vancouver, British Columbia, and Vancouver, Washington; the Columbia River Gorge and the Oregon Trunk/Inside Gateway to California.

Sure, there are plenty of terrific scenes of BN intermodals and grain trains during the 1980s and early '90s, which will someday seem like ancient history, but *Northwest Passage* offers other treasures which are memorable now, like F-units and Geeps toting 40-foot grain service boxcars down weedy wheat country branch lines, and oodles of Alcos working the former SP&S, OT and OE trackage shortly after the BN merger. Author Leachman deserves honor here for his efforts to document so much of BN's short-lived Alco era.

With Dale Sanders as art director, *Northwest Passage* follows the same attractive graphic design that earned high praise for previous books in this series: *The Milwaukee Road* by Fred Hyde, *Rio Grande — Scenic Line of The World* by Dale Sanders (both published by Dale's own Hyrail Productions) and *Southern Pacific Oregon Division* by Brian Jennison and Victor Neves (published by Hundman). However, it must be noted that the exquisite color separation work that delivered consistently sharp and accurate reproductions in the earlier books is not always evident in *Northwest Passage*. Most of the pictures look just great, but a few of them, especially when enlarged to full-page, look a bit soft, and are overexposed in the highlight areas. Keep in mind, Sanders and his crew have set the highest standards in the business, against which all other railroad books must be compared. Most fail miserably, and few achieve the high quality that even *Northwest Passage* upholds.

The next time somebody asks me why I moved from California to north Idaho in 1984, or why I ended my career at R&R to return to Idaho in 1996, I'll hand them this book and say, "Here's why." — *BRUCE KELLY.*

LINESIDE LEGACY

by JEFF TERRY

Rockhill Trolley Museum

I RECENTLY RECEIVED a letter from Joel Salomon, who is the members activities chairman at the Rockhill Trolley Museum of Rockhill Furnace, Pennsylvania, who repoorts the museum had a very productive 1998, which was recently capped off with the restoration of Rio De Janeiro open car No.1875. I share below some of what Joel had to say.

"Volunteers at the Rockhill Trolley Museum had a very successful 1998 season. Three major projects were completed in the museum's Buehler Shop. Former Philadelphia PCC 2743 was regauged from Pennsylvania trolley gauge to standard gauge in late April, and was operated for special occasions throughout the year. Before the car enters regular service a backup controller and front pole will need to be installed.

"The second project to come out of our Beuhler Shop for the year was the custom-designed overhead bucket car which is now fully operational. The car was designed due to a need to be able to reach line poles without a ladder and to enable overhead work to be done easier."

Joel continues to explain that new line car is equipped with a

Joel Salomon / Rockhill Trolley Museum

THE ROCKHILL TROLLEY MUSEUM recently restored former Rio de Janiero open car No.1875. The car is now painted in the colors of Lancaster County, Pennsylvania's, Conestoga Traction.

36-foot Pittsburgh bucket that can extend 40 feet in the air when working along the line, and has been equipped with reels of galvanized and copper wire, a large workbench and storage cabinets for tools and machinery.

"While not a prototypical overhead vehicle, the car serves our purposes well and shows the ingenuity our volunteers have to get the job done with the limitied materials and resources we have. With the completion of the bucket car, our volunteers were able to hang the trolley wire on the east half of our passing siding near the end of the main line. This has given the museum a true passing siding for our trolleys and added real diversity to our operations.

"The third project to come out of our Beuhler Shop has been Rio open car No.1875. Completion of this project marked the end of a 20-month cosmetic restoration of the 95-year-old car from the roof to the trucks. The side posts, bulkheads, and all benches were stripped of paint and all woodwork was refinished naturally. The roof received attention and was then repainted. New steel dashes were placed on the ends and the body was tightened up. The entire car was repainted into the colors of a Conestoga Traction Company (Lancaster County, Pennsylvania) open car, complete with an accurate lettering style for the numbers."

Joel continues, "In other news, the museum's Washington, D.C., snow sweeper trolley No.09 will turn 100 years old in 1999. Volunteers have started to perform minor body repairs and repaint the car for its 100th birthday. This snow sweeper will be displayed in 1999 for the first time in several years, since it is usually in storage in a second carbarn which is not open to the general public. The museum does have two snow sweepers and one is always available for display.

"Membership in the museum is open to anyone interested. Our newsletter, *The Retriever*, is issued four times a year and several membership categories and benefits are available. For more information, please contact Railways to Yesterday, Inc., P. O. Box 1601, Allentown, PA 18105. Check out our web site at *www.vincon.net/~trolley*."

Thanks to Joel for this information. It should be noted that the Rockhill Trolley Museum operates in a unique setting — over the old narrow gauge Shade Gap Branch of the East Broad Top Railroad. The branch, unused for years, had its rails widened to standard gauge during the 1960s to permit trolley operation over the "Shade Gap Electric Railway." Often, the trolleys meet the EBT trains operated during the summer. It is truly a unique operation, and well worth a visit. Each October the EBT hosts a fall spectacular with four narrow gauge 2-8-2s under steam, and the trolley museum runs practically everything that will run.

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119 or e-mail *lineside@railfan.com*. Please send any photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

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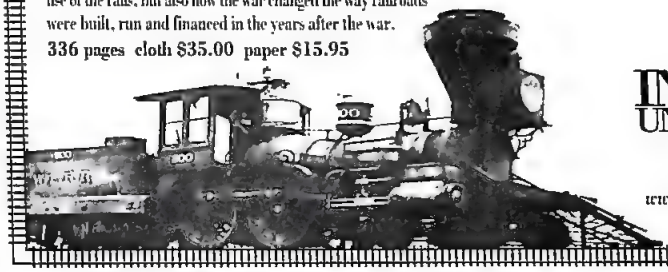

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- Isle of Mann ng steam railway to Port Erin and return. Shop tour.
- Ride the common carrier Isle of Mann narrow gauge horse car line.
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Hi, Bub!

by Frank Herold

DON'T LET THIS innocent-looking title fool you. True, it's a soft-spoken salutation with a lazy twist, but it'll probably never be used that way again. From now on it will indicate a force and power the like of which is . . . well, you'll see.

In the April 1950 issue of RAILROAD magazine my article *Know Your Atoms* clearly and simply explained the use of atomic energy to the railroads of the world. As a result many lines have probably already converted to it. I'm sorry but you'll have to reconvert. To those lines which haven't completed conversion yet — hold everything! Atomic energy is on the way out along with steam, candles, electricity, kerosene, diesels.

Scientists have now discovered the hydrogen bomb. They are even talking of hydrogen bombs a thousand times more powerful than the atomic bomb. As usual, I'm way ahead of them.

First, I can't imagine where the professors have been all this time because even in my kid school days we were taught that water is made of H_2O, two parts of hydrogen to one part of oxygen. Now, with seven oceans full of water, plus countless lakes, rivers, bays, sounds, rains, melted snow, the professors are telling the government to build billion dollar plants to make hydrogen. What a racket! Taxpayers, wake up! Write your congressman today! With my newest invention we can run any railroad train forever on 27 cents worth of hydrogen.

The only conversion required to a locomotive is to turn its piston in an upright position, the way all pistons were intended to be. If you doubt that, just look at the millions of automobiles with upright pistons. Only difference is the locomotive's piston should fire upside down, that is, instead of it going up and down it should go down and up with the explosion pushing it upward.

In case any of you railroad executives doubt me and insist on conducting your own experiments first, here're the articles you'll need. Please note that five bucks will buy 'em all: a tea strainer, ice pick, funnel, empty milk bottle, long tube with a flap-type valve in one end, paper match box cover, soap powder, kitchen scale, flexible metal wrist-watch band, quart sauce pan, old fashioned box-type camera, broom handle, bucket, scotch tape, piece of string, tape measure, clay pipe, open pin, piece of chalk and a pillow.

Having gained vast experience in telling the rails how to convert to atomic energy I decided to stick to the rails in this matter of hydrogenic power.

Now, if water contains two-thirds hydrogen and we want that hydrogen for power, it stands to reason we must get it out of the water. I rigged up many ingenious devices, the cleverest being a tea strainer with some holes made larger with an ice pick. I then poured water through it on the theory that inasmuch as hydrogen and oxygen are different things, then they must be different in size and/or shape and the strainer would separate them. It didn't work. But even Edison didn't succeed at first. By a process of elimination I reached the conclusion that only one of the two things was a liquid, or if neither was a liquid then the combination made the liquid known as water. That meant they were either gases or solids, or perhaps one was one thing and the other another thing, but which was which? What a challenge to man's skill! I next proved that neither was a solid because a quart of water taken from the bottom of a bucket weighed the same as a quart taken from the top and if one of them was a solid then it certainly would have sunk to the bottom, wouldn't it? All I needed for that little experiment was my kitchen scale and a quart milk bottle, so the cost was for free. That narrowed the problem down to one thing — they both must be gases. But nature did such a thorough job of mixing them that I defy any man to look at a glass of water and tell the gases apart. One thing left to do and the whole thing would be licked — separate the gases. But how?

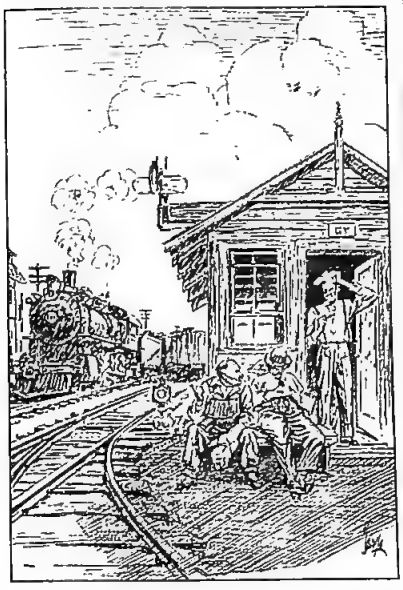
Many great discoveries are made by accident and that is exactly what happened to me. I tried hundreds of clever devices in a vain effort to trap one gas or the other. I didn't care which one I got because I knew the one left would have to be the other one and then all I'd have to worry about was deciding which was which. On the theory that gases might even look different in water deeper than a drinking glass. I stuck my head in a bucket of water and opened my eyes. Licked again. While looking through I used a magnifying glass. I had difficulty in breathing. Couldn't inhale at all and when I exhaled all that showed up was a lot of bubbles rising to the surface. That was it! There was my answer. Bubbles! Plain common ordinary hydrogen bubbles. And that, my friends, is where my patented (pending) "Hi, Bub!" comes in. It's short, of course, for "hydrogen bubbles."

Naturally we can't go around sticking our heads in buckets of water to get hydrogen. We need a gadget of some kind and, come to think of it, I sort of recalled that as a kid I used to blow soap bubbles. And the gadget of course is an ordinary five-cent clay pipe. Professors, think of that and the taxpayers when you lay the cornerstone. So by adding soap powder to a bucket of water I soon had bubbles galore.

You might ask, "How do you know you had hydrogen bubbles and not oxygen bubbles?" That's a good question. The stuff on the inside of the bubble had to be hydrogen because we breathe the stuff on the outside of it and that must be oxygen because the air is full of it. Any hospital will tell you that oxygen comes in tents, not in bubbles.

Why does a bubble burst, or rather explode? My theory is the hydrogen doesn't know it has been removed from the water because, after all, it is still surrounded by a thin layer of water. But it soon misses the oxygen it has fraternized with and even in school we were taught a thing can't

BACK IN THE DAYS — *Harry Temple*



"If you think it's hot in there, go out and ride that old kettle a while"

live without oxygen. So what? So the hydrogen simply breaks out with power that exceeds the wildest imagination, that's what. That is proven by the fact that the layer of water surrounding it is completely disintegrated by the force of the explosion. This proves the pressure is outward. If it's inward then the layer of water would be squeezed smaller and smaller until it was just a drop and it would fall to the ground. But it doesn't. Positive as I was, I wanted documentary and photographic proof, so armed with a bucket of soapy water, a camera and a pipe, I headed for the park. My big problem was controlling the time of the explosion. The bubbles seemed to burst whenever they felt like it and that would never do, especially with the plan I had in mind for the rails. All my negatives showed nothing but sky. I needed a detonator of some kind. Hours passed and I was about to give up when fate stepped in, or rather sat in. The cleaners had left the tag in the seat of my pants and the safety pin had opened, and when I sat down, the idea for a detonator hit me like a flash. So, I'd blow a bubble and stick a pin in it but by the time I picked up my camera it would be gone. Any ordinary inventor would have quit right then. But by using Scotch tape I attached an open pin to the end of a broom handle and tied the other end of the pin to the clicking lever of the camera with a piece of string. All I'd have to do then was blow a bubble, stick the pin in it and the picture took itself.

If we expect to run a train with this new force, where is the logical place to confine and then release it?

There is only one answer — in the locomotive cylinders of course. So, the full theory and practice of hydrogenic power having been explained and proved, we can now cover the railroad conversion and operation in comparatively few words. Here's how:

1. Cancel orders for coal and oil and/or stop using atomic energy. Remove fuel tanks or coal cars. Fill the boiler with warm water and add one 27-cent carton of soap powder. The motion of the train will stir it up.

2. Convert the engine so the piston is in an upright position and fires upside down. That's because bubbles rise and the bubble will enter the cylinder bound upward, as you'll see. It therefore will have the added power of its centrifugal force, ending with the explosion and driving the piston upward. Various gears can take care of applying the power to the wheels in the right direction.

3. Weld a pin dead center on the head of the piston with the point aimed at the approaching bubble. The reason for this is obvious, but I'll bet it sure will have that piston guessing for a while.

4. Connect a tube with a funnel-shaped opening on the lower end (that is, inverted funnel, wide end down) to the cylinder. The flap-type check valve should be on the cylinder end so the bubble enters the cylinder, and the cylinder closes and prevents a backfire.

5. Install a clapper-type arm on the spoke of the driving wheel and a bell on a fixed spot on the locomotive, thereby causing a bell to ring with each revolution of the wheel.

6. Have the fireman draw a bucket of soapy water from the boiler and lie flat on his back, bucket alongside him, mouth close to the funnel and blow a bubble each time the bell rings. Being in this position the fireman helps the bubbles up the tube because they rise by themselves and it also prevents their escaping. The fireman should be allowed a pillow while on duty; unions would soon demand it anyway.

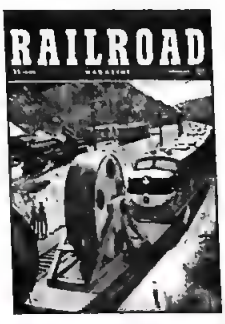
7. As there is one complete cycle of the piston to a rev of the wheel it should be geared so the piston is farthest up (away from the cylinder) when the bell rings. That allows time for the bubble to get into position to be detonated by the pin on the head of the oncoming piston.

8. If the train fails to move check carefully for leaks because if there are none then, according to my figures, the train has gotta go.

In the beginning I said we could run a train forever on 27 cents worth of hydrogen. It's possible a few of the more skeptical readers may doubt me, so here's the explanation and proof:

It's simple mathematics, no guesswork for me. I went down to the station and waited for a train to come in. When no one was looking I measured the circumference of the big wheel. It was just four fingers, a paper matchbox cover and the width of my watch band more than seven times around with a 36-inch tape measure. That made it exactly . . . well, allowing for slippage and things, it's about 20 feet. So, I put a chalk mark on the track in front of the wheel and then put another one 100 feet ahead, which to my engineering mind simply meant five r.p.m's. Then I hid behind a fence and when the train started I counted the strokes of the piston and it made five in those 100 feet — about five anyway, on account of the movement it was very hard to tell exactly. That meant a bubble every 20 feet. At 5000 feet per mile, that meant 250 bubbles per mile times 3000 miles across country. Wondering how many b.p.m.'s. (bubbles per mile) I'd need, I added one teaspoonful of soap powder to a quart saucepan of water and blew exactly 250 bubbles as a test, and guess what? After I had blown a mile's worth I still had a quart of soapy water, in fact I had a little more than a quart, proving that hydrogen replenishes itself about 105 percent.

If a thing replenishes itself even only 100 percent then it never gets used up. And if it never gets used up it lasts forever. And if it lasts forever then we can run trains with it 'til the end of time. Now are you satisfied?



This story and the cartoon first appeared in the September 1951 RAILROAD magazine. The front cover illustration reflected the heavy Erie content inside. "Erie's Flying Saucer" *described hot freights 99 and 100 between New York and Chicago. "Erie Engines" featured many photos of the railroad's steam locomotives through the years. "Graham Cutoff" detailed the Erie's low-grade freight line in New York. There was also ALONG THE IRON PIKE by Joe Easley, two fiction stories and three TRUE TALES OF THE RAILS.*

"Day One" Moves Closer

AS NORFOLK SOUTHERN AND CSX gear up for the planned June 1, 1999, control date of Conrail, work continues on integrating the newly acquired lines into their own systems. NS, for instance, has begun renumbering Conrail locomotives into its numbering system (see photo, **page 27**). More than 150 units had been completed by mid-April, encompassing everything from GP15-1s to SD80MAC's. The units are also being given the NS-assigned reporting marks "PRR" when the renumbering occurs. The work is being performed at Conrail facilities in Selkirk, New York, and Conway, Enola and Altoona, Pennsylvania. Reportedly, the renumbering of the NS units will be completed before the work begins on the CSX-assigned units.

Amtrak's Acela Countdown

FOLLOWING UP LAST MONTH'S REPORT on Amtrak's new *Acela* brand name, the railroad has released a 1999 "timetable" on the introduction of the new Northeast service. The first Amfleet cars refursbished for *Acela Regional* service were scheduled to enter regular service in April, with the new reservation system in place by July. In September, new food service offerings will be tested. October will see the debut of the new fare-collection system, including hand-held computers for crew members. Also in October, the Boston-New Haven electrification is scheduled for completion, as are the current round of Penn Station (New York) improvements. In November, the first *Acela Express* trainset is due to enter revenue service between Washington and Boston. The sets will be placed into service through September 2000, when the last of the 20 is scheduled to arrive. In October 2000, the first completely revised Northeast Corridor timetable will be issued, with the full complement of *Acela Express* service in place. By Fall of 2001, all of the upgraded *Acela Regional* and *Acela Commuter* Amfleet equipment will be in service. The new New York Penn Station (in the Post Office's Farley Building) is currently scheduled for completion in late 2002 or early 2003.

Last Day for the Delaware Valley?

THE DELAWARE VALLEY RAILWAY, a RailAmerica subsidiary operating out of Kennett Square, Pennsylvania, ran its last train on Friday, March 19, 1999. At least, that was the plan. On that date that PennDOT terminated DV's leases on two stretches of track and gave operating rights to Bethlehem Steel's recently acquired Brandywine Valley Railroad. Bethlehem Steel, which bought the Lukens Steel plant in Coatesville, Pennsylvania, along with its railroad, the Brandywine Valley, wanted a direct connection with CSX in Elsmere, a suburb of Wilmington, Delaware. The DV had been providing that connection. On March 19th, the DV gathered up all of its equipment and was prepared to shut down. Five of the six full-time DV employees had been promised jobs with the Brandywine Valley — at least that is what everyone thought that morning. The sixth employee had secured a job with another short line in Pennsylvania. After delivering several cars to the Lukens plant to be scrapped, and picking up a number of outbound cars and one locomotive, the last train headed for Wilmington and the CSX connection, where DV's five units were going to be stored pending disposition. Their two RS32s powered the train while three Geeps, all out of service, came along for the ride (**page 25**). Late in the afternoon, as the crew waited for permission to enter CSX property, there was an impromptu meeting between the crew and DV and RailAmerica management. Two things had happened that afternoon: The Brandywine Valley would not be hiring all five employees — only the three senior employees would be offered jobs — and it had been learned that the Brandywine Valley had not secured operating authority on the Delaware portion of the railroad, which is still owned by the estate of the Reading Railroad. The DV still held the operating lease on part of the railroad.

After delivering their train to CSX, the DV crew was instructed to run RS32 No.211 to Winterthur and blockade the Delaware portion of the railroad, effectively preventing the Brandywine Valley from reaching CSX. The two remaining employees have been rehired and, as this is written, are still operating that part of the DV. They begin their day at Elsmere and shove as many cars as they can handle the nine miles to the Delaware-Pennsylvania state line, where they are interchanged with the Brandywine Valley. And Brandywine Valley must shove south from Chadds Ford Junction, since there is no runaround track anywhere near the state line. The DV has returned GP7 No.341 to service to help in this process. This situation is headed for the courts, with DV claiming a breach of contract against PennDOT, apparently for an alleged breach of a purchase agreement — *SANDY BURTON.*

City of New Orleans Tragedy

ON MARCH, 15, 1999, just 50 miles into its run from Chicago, tragedy befell Amtrak Train No.59, the southbound *City of New Orleans*, when it struck a tractor-trailer loaded with steel products at a grade crossing in Bourbannais, Illinois. Investigators believe that the truck's driver — John R. Stokes — disregarded the lights and gates at the crossing, driving around them and into the path of the passenger train, resulting in the death of 11 of the 217 people on board. Eyewitness testimony reportedly bears out this scenario, and the gates and lights were shown to be operating immediately after the crash. It was the third worst loss-of-life incident in Amtrak history.

STB Approves IC/CN Merger

THE SURFACE TRANSPORTATION BOARD voted unanimously on March 25, 1999, to approve the merger of the Canadian National and Illinois Central Railroads. The union creates a network stretching from both coasts of Canada to the Gulf of Mexico. Coupled up with the marketing alliance CN/IC hammered out with Kansas City Southern/TFM, the new network becomes a major player in the competition for growing NAFTA-related traffic. Certain conditions were placed on the merger, including opening up KCS access to customers in Geismar, Louisiana, a revision of a deal on which CN/IC and KCS had already agreed. The Board also addressed concerns expressed by North Dakota that the merger would affect agricultural traffic that currently moves to the Gulf Coast between CPR/Soo and the IC via Chicago, imposing conditions designed to keep that routing competitive. Also at issue was the Detroit River Tunnel between Detroit and Windsor, Ontario, which is owned in equal parts by CN and CPR but managed by CN. The tunnel serves as CPR's main route between Ontario and the U.S., and CPR had contended that since CN also owns a parallel new tunnel at Sarnia/Port Huron, it would have no interest in improving a tunnel that could be used by its competitor. The STB condition prevents CN from opposing any proposed modernization or replacement provided the project is viable and doesn't detract from CN's investment in the CN/CP partnership. Additionally, the STB will continue to monitor the tunnel situation. Denied by the STB was a terminal trackage rights application by CN/IC/KCS in Springfield, Illinois, where IC and KCS subsidiary Gateway Western almost connect. There is currently a gap that must be bridged by running over NS and UP trackage. This key stretch of trackage rights would allow a direct connection for traffic from Chicago moving to Kansas City, St. Louis and points beyond on KCS. The STB did not find that this request met the criteria for inclusion in the merger approval.

Wayne Baranowski/*Kankakee Daily Journal*

An aerial view shows the aftermath of the March 15, 1999, wreck of Amtrak's Train No.59, the southbound *City of New Orleans*, in Bourbonnais, Illinois, just south of the location of Indian Oaks on the Illinois Central main. The train struck a loaded steel truck that investigators believe drove around the down crossing gates at a grade crossing in order to beat the train. Testimony from eyewitnesses reportedly bears out this scenario. Visible in the photo are the two P40 locomotives, the second of which (No.829) caught fire. The fire spread to the sleeping car (No.32035), seen twisted behind the locomotive. Also visible are the baggage car (behind the lead unit, No.807), the crew dorm car (upright next to the the 807), diner and several coaches. The covered hopper in the mix was standing on an adjacent track when the accident occurred. The IC main was blocked for 30 hours as search, rescue and clean-up efforts took place.

The renumbering has begun for the Conrail locomotives that will be transferred to Norfolk Southern on the June 1, 1999, "Control Date." In addition to the new numbers, NS-assigned units are receiving "PRR" reporting marks. On March 26, 1999, PRR GP38 No.2943, former Conrail No.7899, is at work at Washington, New Jersey, on local WPAL-18 (an Allentown, Pennsylvania, to Washington turn job) **(below).**

George Fletcher

Sandy Burton

The Delaware Valley Railroad, a Pennsylvania-Delaware short line, is in the midst of a contract dispute with PennDOT. On March 19, 1999, what was expected to be the DV's last train heads south along Brinton Bridge Road between Pocopson and Chadds Ford Junction, Pennsylvania. RS32s Nos.211 and 212 power the 39-car train for interchange to CSX at Elsmere, Delaware. Also on board are the railroad's out of service Geeps. Later that day, though, it was discovered that DV still held the rights to the Delaware portion of the line, and so it continues to run. The final outcome is now up to the courts. See report on opposite page for more details.

Anthony DiYenna

Joli Terry

Excursions Abound

The Wilmington Chapter NRHS's Photographers' Special on the West Chester Railroad pauses at the Westtown, Pennsylvania, station **(left)** during a photo stop on March 20, 1999. West Chester's Pennsylvania-painted GP9 No.99 leads, with former CP Rail RS18 No.1803 on the rear. West Chester operates eight miles of leased SEPTA trackage. The Mid-Continent Railway Museum of North Freedom, Wisconsin, ran its 24th annual *Snow Train* the weekend of February 12-14, 1999, with former Saginaw Timber 2-8-2 No.2 pulling a variety of equipment from the museum's collection. MCRM operates three miles of the former C&NW Rattlesnake Branch.

Preston Pierre Ozarak

Waving The Flag

A large Canadian flag and the word "Canada" are being added to VIA's locomotives and rolling stock. The new graphics adorn both LRC coaches (shown at **left** in London, Ontario), and some of the the stainless steel fleet. The F40 fleet is also receiving the updated image, with "Canada" and a smaller VIA logo applied to the nose, as seen on No.6406 in London **(inset)**. Coaches used in premium VIA1 service retain the earlier scheme which includes a smaller version of the Canadian flag.

Francis J. DiFalco

Dash 3 Demonstrator

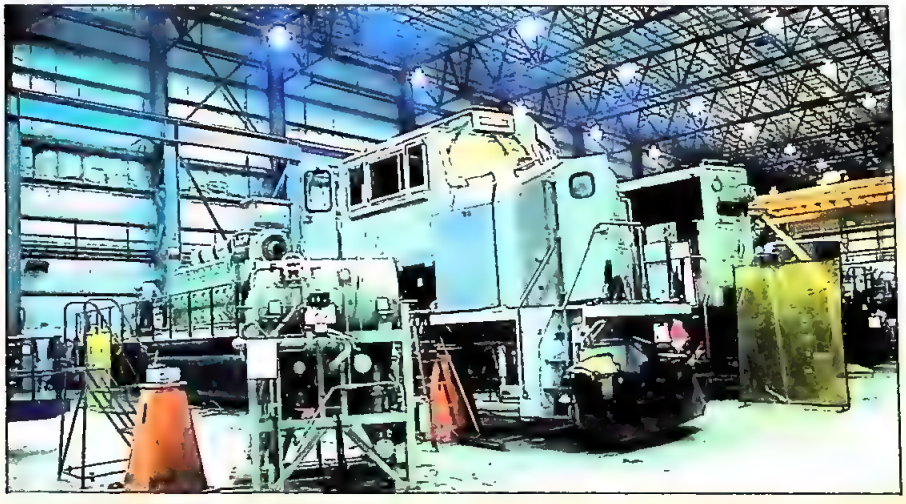
Former Rio Grande GP40 No.3055 has found a new life as a demonstrator for Elcon's new M2000 microprocessor and "Dash 3" electrical system upgrade package. The unit was painted by Illinois Central's Woodcrest Shops in Homewood, Illinois, where it is seen on February 13, 1999. It will spend six months in service on the IC before becoming available for testing on other roads. Elcon is the distributor for the EMD after market "Dash 3" upgrades, and has already applied the packages to several Wisconsin Central and IC units.

New Equipment for the LIRR

A set of the Long Island Rail Road's brand-new diesel equipment rolls through scenic Mill Neck Curve on the commuter carrier's Oyster Bay Branch on February 14, 1999. DE30AC No.419 is one of 23 standard diesel units which will replace the road's fleet of GP38-2's and MP15AC's. Another 23 dual-mode DM30AC units — capable of operating in either straight diesel or third-rail electric mode (like Metro-North's FL9s and Amtrak's P32AC's) — will allow the LIRR to offer one-seat rides without the standard "change at Jamaica" for many of its diesel-territory commuters. The current fleet of diesel-hauled coaches, some of which are nearly 50 years old, will be replaced by 114 new bi-level push-pull coaches. The new equipment also spells the end for the remaining "power pack" FA and F-units which provide HEP for the old fleet.

John Kratzinger

Bob Martin



Super Steel Makes MAC's

Latest assembly order to reach the floors of Super Steel Schenectady's Glenville, New York, plant is a batch of 16 General Motors Locomotive Group SD70MAC's for BNSF (Nos.8877-8892). Super Steel has entered into partnerships with GMLG for the assembly of several groups of locomotives for the capacity-constrained diesel builder (including the new LIRR unit pictured **above**). BNSF No.8878 awaits the addition of its long hood during the first stages of the latest contract in February (**left**). Upon completion, the units are forwarded to the Alstom plant in Hornell, New York, for painting and testing.

Bradley McClelland

CSX Connection Complete

The new connection in Sidney, Ohio, between CSX's Toledo Subdivision (ex-B&O) and Conrail's soon-to-be CSX (former New York Central) Indianapolis Line has been completed and is ready for service beginning June 1, 1999. The connection, in the southeastern quadrant of the grade-separated crossing, will shorten the trip time and mileage for trains from Cincinnati, Ohio, to the Northeast. A new crossover, from Track 1 to Track 2 on the double-track Conrail line, was also constructed near the connection. On March 7, 1999, Conrail train PIIN (Pittsburgh-Indianapolis), with SD70 No.2559 in charge, rolls west on Track 2 past the new connection.

Widening the Funnel

BNSF Doubletracks its Idaho Main Line

over the adjacent Union Pacific route popped up from time to time, but this never materialized. Instead, the solution would have to lie somewhere within BNSF's existing route structure.

During mid-1996, BNSF launched an ambitious project to doubletrack major sections of its former Northern Pacific main line between Pasco, Washington, and Sandpoint, Idaho, plus portions of the former Great Northern from Sandpoint east into Montana. BNSF spokesman Gus Melonas in Seattle said the work would be "part of an aggressive program to enhance customer service." In early 1997, doubletracking was completed on Providence Hill in eastern Washington, where the former sidings of Cunningham, Beatrice and Sand were linked together to form 14 miles of second main track. By then, grading was already underway on the first of several doubletrackings to be done on BNSF's most congested piece of Northwest main line — the "Funnel."

Funnel facts

A product of the BN merger of 1970, the Funnel (officially known these days as the Pend Oreille Subdivision) was a mostly singletrack piece of the former NP stretching 68 miles from Sunset Junction in Spokane east to Sandpoint. Because the former GN between Spokane and Sandpoint was downgraded to secondary status after the BN merger and finally abandoned by

THE REOPENING of Stampede Pass in Washington was one of the major stories to come out of the Burlington Northern & Santa Fe merger, but was by no means the only place in the Northwest where the new railroad faced capacity problems. Before that crossing of the Cascade Range was up and running again, BNSF was eyeballing other parts of its system where capacity improvements were even more desperately needed. One such area was eastern Washington and north Idaho, where several BNSF routes converge upon Spokane. BN's abandonment of certain Spokane area main lines during the 1970s and '80s seemed sensible at the time, but they left behind a network of single-tracked lines that proved woefully inadequate for the surge of Northwest rail traffic that began building during the 1990s. The idea of gaining trackage rights

the 1980s (short segments survived as branch lines), all the traffic that had once traveled on two separate routes between these cities was eventually funneled onto one, the NP. In the years leading up to the BNSF merger, the Funnel was already choked with 60 or more trains a day (as covered in the December 1987 R&R). Roughly a third of these trains are Montana Rail Link symbols utilizing trackage rights over BNSF between Sandpoint and Spokane. Most of MRL's presence on the Funnel is, in actuality, BNSF traffic between the Northwest and the lower Midwest and Gulf States that gets forwarded by MRL crews.

According to Division Superintendent Kelly Duryea, the BN/BNSF Northwest corridor gains an average 3.5% increase in market share every year, a trend that's expected to continue will into the next century. Off and on, BN lengthened some of the Funnel's sidings, and performed grading in what seemed to be preparations for doubletracking, but not much else took place until BN became BNSF. Spokesman Gus Melonas says, "Following the merger, we took a look at the combined properties and identified areas that required improvement in order to deliver to customers a better product. That product is defined as better on-time performance."

Phase 1: Rathdrum and Hauser

In April 1997, grading got underway for the first of several improvements to the Funnel. Three miles of new track was added to the west end of Rathdrum siding, and the siding was upgraded to main line condition, producing a four-mile track known as Main 1. When opened in November 1997, Rathdrum's Main 1 gave the Boyer West dispatcher a convenient place to stage "running meets" between two opposing trains, and a place where a manifest freight or grain train could step aside and still keep rolling while a following hotshot got around it. During moments of heavy traffic, the dispatcher could even stack three trains onto Main 1 to let an opposing fleet get by.

Meanwhile, along the south edge of this new stretch of doubletrack, BNSF also began expanding its Hauser Yard. This little-known facility was built in 1978 with the idea of someday replacing Spokane's Yardley terminal, but traffic growth has resulted in Hauser acting more like an extension of Yardley by storing and staging various types of trains, primarily unit grain. Both lead tracks connecting Hauser to the main line were lengthened about a quarter mile, and massive grading was begun for a set of four parallel tracks that will flank the south side of the yard and pass into a proposed run-through refueling station. Some local residents oppose the plan because the fueling site would put millions of gallons of diesel fuel and other chemicals directly atop an enormous aquifer that supplies fresh water to much of Spokane and neighboring north Idaho. State-of-the-art construction and safeguards designed into the plant would make the fueling station virtually leak-proof. It would certainly be kinder to the aquifer than the dozens of gas stations, chemical plants and other businesses that have been built there with less-stringent environmental codes. BNSF hopes that state and county approval for construction of the fueling station will be obtained by mid-1999. If built, the facility will service about half of the Funnel's trains. Trains being refueled at Hauser would also change crews there, rather than at Yardley.

Phase 2: Athol to "Coke"

Some 20 miles east of Hauser, the Funnel's second phase of doubletracking was done through what is without question the most rugged and difficult territory on the line. At an elevation of 2400 feet, Athol is the highest point on the Funnel. The eastbound climb from Spokane seems flat to the average

*ALONG LAKE PEND OREILLE, blasting and excavation for the extension of Algoma's doubletrack is underway on June 2, 1998, as train HNTWEVE (Northtown, Minnesota, to Everett, Washington) crosses the mile-long bridge out of Sandpoint, Idaho, and climbs upgrade through the construction site. That same day, autoracks and doublestacks on QCHIPTL (Chicago to Portland) are using the new Main 1 through Granite cut between Cocolalla and Athol, Idaho **(opposite top)**. Crossing the state line from Idaho into Washington on October 29, 1998, a unit grain train runs alongside the newly-opened second main between Hauser and Otis Orchards **(opposite bottom)**. Two Dash 9s up front and two more in DPU mode on the rear are handling more than 100 loads from Dayman, Iowa, to the Rivergate bulk terminal in Portland.*

***SNAKING ALONG COCOLALLA LAKE** on December 4, 1997, a westbound manifest follows the original alignment that once wrapped around a protruding hillside. The hillside was carved back, allowing BNSF to eventually eliminate the reverse curvature and straighten the east end of Cocolalla siding. The new signal bridge at West Hauser towers above "Heritage II" Dash 9 4901 leading Seattle-to-Chicago stack train SSEACHI on October 22, 1998 (**below**).*

observer, but it's actually a series of 0.4% inclines that put heavy stack trains to the test. Westbounds out of Sandpoint face a couple of shorter, though tougher, grades to reach Athol.

The rough terrain directly north (railroad east) of Athol forced NP's original 1881 main line to swing far to the east of present-day U.S. Highway 95 to avoid steep hills and to make an easy crossing of a swampy ravine. In 1892, NP replaced this twisting trackage between Athol and Granite with nine miles of new line arcing far to the west. At Granite, this new route included a 1200-foot long, 100-foot high trestle spanning the ravine and a 434-foot long tunnel through solid rock.

Then, in 1965, NP bypassed its 1892 line with a third alignment that took a more head-on approach to the mountain barrier by means of a 100-foot deep, mile-long cut through the mass of gravel and sand that stands directly north of Athol. A second, smaller cut near Granite bypassed the 1892 tunnel. And the nearly three million cubic yards of material excavated from both cuts created a 155-foot high, half-mile long fill which replaced the trestle. At 0.8%, the climb through the mile-long Athol cut is slightly steeper than the looping 1890s realignment was, but it's straighter and faster.

Three decades later, BNSF's double-tracking through this area required one side of the Athol and Granite cuts to be widened, and the spoils carved out by earthscrapers and front-end loaders supplied the necessary material to widen the big Granite fill. Throughout the spring and summer of 1997, an endless parade of machines reshaped the land to make way for what would become Main 1 between Athol and Cocolalla. By year's end, the first half between Athol and Milepost 22.3 entered service. MP 22.3 would soon be the site of high-speed dual crossovers, designated CP (Control Point) 223.

In February 1998, the other half of this phase entered service, from CP 223 to Cocolalla. This, too, was no easy feat. The new track being laid east from Athol was on the north side of the existing main. Topography dictated that the new track being laid west from Cocolalla had to be on the south side of the main. On February 10, 1998, train service was halted for twelve hours while track gangs shifted the otherwise misaligned dual mains together in the middle of a long curve just east of CP 223, the only place where such a connection could be made. At the east end of what had been Cocolalla, or "Coke," siding, a restrictive curve along the shore of Cocolalla Lake was straightened out and the siding switch moved a short distance to the east. The end result of the Athol-to-Cocolalla connection is a 15-mile stretch of much-needed doubletrack through what was once the worst bottleneck on the Funnel.

East to Sandpoint, west to Spokane

The narrow confines along Cocolalla Lake, just east of the Athol-Coke double-track, will force this scenic portion of the Funnel to remain singletracked for now. No problem. Just north of the lake (railroad east) lies West Algoma, the beginning of four miles of doubletrack that BN had developed years ago by lengthening an existing NP siding. During 1998, BNSF improved on this by extending Algoma siding east to a point 1360 feet from the mile-long bridge that crosses Lake Pend Oreille into Sandpoint.

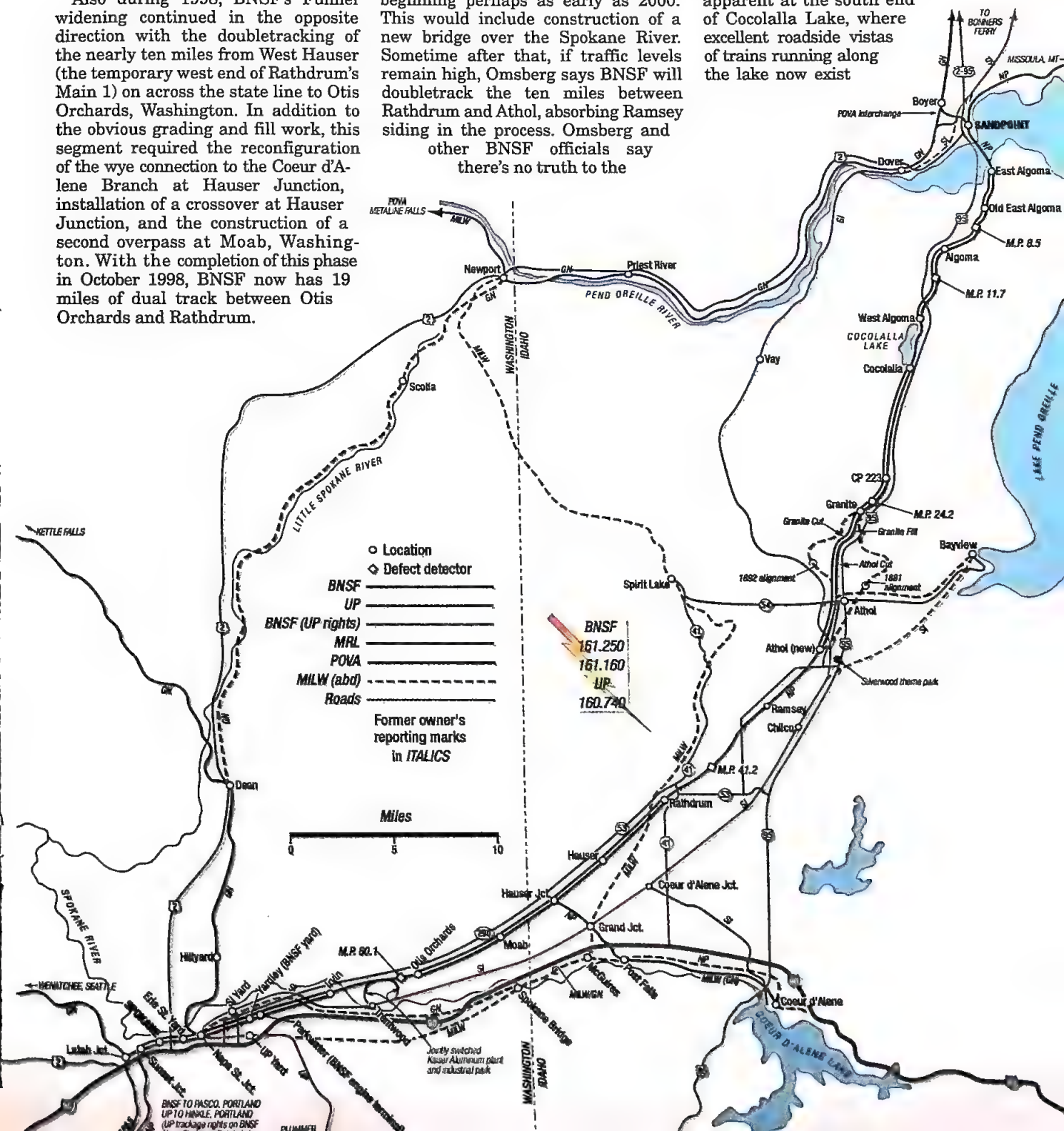
Also during 1998, BNSF's Funnel widening continued in the opposite direction with the doubletracking of the nearly ten miles from West Hauser (the temporary west end of Rathdrum's Main 1) on across the state line to Otis Orchards, Washington. In addition to the obvious grading and fill work, this segment required the reconfiguration of the wye connection to the Coeur d'Alene Branch at Hauser Junction, installation of a crossover at Hauser Junction, and the construction of a second overpass at Moab, Washington. With the completion of this phase in October 1998, BNSF now has 19 miles of dual track between Otis Orchards and Rathdrum.

Most of BNSF's capacity needs for the Funnel have been met, and even Amtrak's *Empire Builder* has gained some headway. The late-night meet between Amtraks 7 and 8 normally occurs somewhere between Rathdrum and Cocolalla. All that new doubletrack has taken some of the stress out of the Boyer West dispatcher's job of handling these two time-sensitive trains.

According to BNSF Project Engineer Don Omsberg, plans are already in the works to complete the doubletracking from Otis Orchards west to Irvin (an interlocking at the east end of Yardley) beginning perhaps as early as 2000. This would include construction of a new bridge over the Spokane River. Sometime after that, if traffic levels remain high, Omsberg says BNSF will doubletrack the ten miles between Rathdrum and Athol, absorbing Ramsey siding in the process. Omsberg and other BNSF officials say there's no truth to the rumor that a second bridge will be built to doubletrack the crossing of Lake Pend Oreille.

Railfanning today's Funnel

Unlike many other places where doubletracking has ruined classic photo locations, it's actually been an improvement to much of the Funnel. Annoying telegraph poles have come down thanks to the installation of underground lines, and areas where trees and brush had encroached on the right of way are now neatly trimmed. This is especially apparent at the south end of Cocolalla Lake, where excellent roadside vistas of trains running along the lake now exist



where there had previously been no view whatsoever. The S-curve along the shore of Lake Pend Oreille, which always offered one of the best views of the big bridge, now features two tracks, and the hillside has been chiseled back in a way that brings even more of the bridge into the shot. The west (railroad north) side of the big Athol cut, which was becoming crowded with trees, is now wide open again.

DeLorme's *Idaho Atlas & Gazetteer* covers the Funnel fairly well, but your best overall guide is the pair of Idaho Panhandle National Forests maps, available for free from the Forest Service office in Coeur d'Alene, just north of Interstate 90 on Sherman Avenue. One map covers the Idaho Panhandle from Coeur d'Alene Lake north to Cocolalla Lake, and the other map covers from Cocolalla Lake to the Canadian border.

For more detailed directions to the Funnel's photo locations, as well as the latest rundown on operations, check out the "Funnel Fan" internet web site at *www.icehouse.net/funnelfan/index.htm*. This site, which also includes plenty of nice photos, is produced by railfan Ted Curphey, who lives alongside the Funnel just east of Rathdrum.

Doubletrack isn't the only thing that's new on the Funnel. All talking defect detectors have been changed from identifying themselves by name to identifying by milepost location. The detector at Velox now reports as "Milepost 60.1," and the one between Rathdrum and Ramsey reports as "Milepost 41.2." The former Granite detector has been replaced by a new detector slightly to the west at "Milepost 24.2," and new detectors have been set up on the Algoma doubletrack at "Milepost 11.7" and "Milepost 8.5." Also new on the Funnel are dragging equipment detectors which report only when there's a defect; these have been installed at various controlled interlockings and intermediate signals. Speaking of signals, most of the old searchlight-style target signals which used to govern movement on the Funnel have been replaced by triple-lens color-light signals. The cantilever signal that once guarded Hauser Yard's east lead is also gone now. However, there are still overhead signal bridges at Sandpoint and the west end of Ramsey siding, and BNSF has installed a new four-track signal bridge at West Hauser which protects the dual mains and twin yard leads. BNSF's Don Omsberg says a second four-track signal bridge will eventually be built at West Hauser to govern the fuel depot lead tracks.

BNSF's Boyer West dispatcher and all Funnel trains communicate on AAR Channel 76 (161.250), while crews working Hauser Yard or the Coeur d'Alene Branch use Channel 70 (161.160). It doesn't hurt to monitor Channel 54 (160.920) to hear what the Boyer East dispatcher has approaching Sandpoint off the former GN, or Channel 56 (160.950) to hear what Montana Rail Link has coming in from Missoula. UP's nearby ex-Spokane International main operates on Channel 42 (160.740), and its trains pass underneath the Funnel at Irvin (just east of Yardley) and again at Athol.

STILL SINGLETRACKED, *the north end of Cocolalla Lake is one of the few spots on the Funnel to remain unchanged. On April 29, 1998, the mixed colors of BNSF's predecessors lead the 110 empty grain hoppers of XSPOBIL (Spokane, Washington, to Billings, Montana) east along the lake, approaching West Algoma.*

About Doubletrack

IN PROPER RAILROAD language, "doubletrack" refers to two parallel mains which are each signalled to normally operate one-way — eastbound on one track, westbound on the other. Such "true" doubletrack has long been in place through downtown Spokane. While the capacity improvements on BNSF have created what is known as "two main tracks" — bidirectionally signalled for movement in either direction on either track — this article uses the term doubletrack for simplicity's sake — *B.K.*

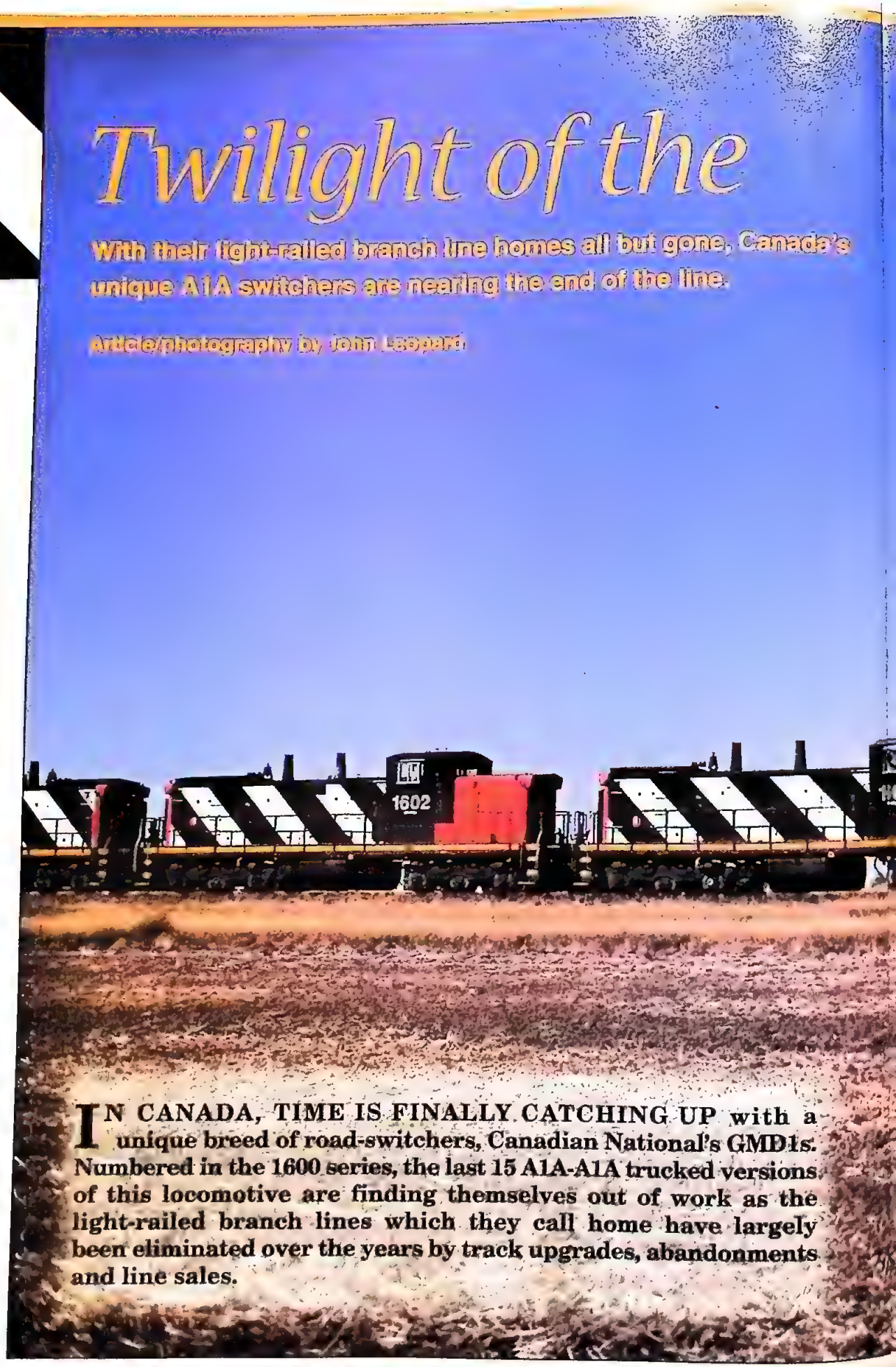
***THE WIDENING OF ATHOL CUT** to accommodate a second main track is well underway on June 25, 1997, when a westbound unit grain train climbed the 0.8% grade with Dash 9s 989 and 1115 on the front **(above)** and DPU mates 1015 and 1014 on the rear **(right)** handling 104 loads. Three trains converge on the west end of the Rathdrum doubletrack on January 29, 1998 **(below)**. Train QCHIPTL with green SD40-2s is stopped on Main 2 to let red-and-silver BNSF Dash 9-44CW's diverge onto Main 1 with ZPTLCHI. Meanwhile, orange BNSF Dash 9s wait on the west end of the Hauser Yard lead for their chance to depart with a westbound grain train.*

It's perhaps fitting that it took the BNSF merger to finally generate the corporate go-ahead to implement the historic doubletracking that BN had long planned to do; those red and silver BNSF units leading high-speed intermodals down dual main lines make the pine forest of north Idaho look a lot like the Santa Fe main across the Arizona Divide. But there's still an overwhelming number of units traversing the Funnel in BN green and the GN-inspired "Northern Lines" scheme to remind you that this crucial corridor serves the cities and seaports of the Pacific Northwest.

Twilight of the

With their light-railed branch line homes all but gone, Canada's unique A1A switchers are nearing the end of the line.

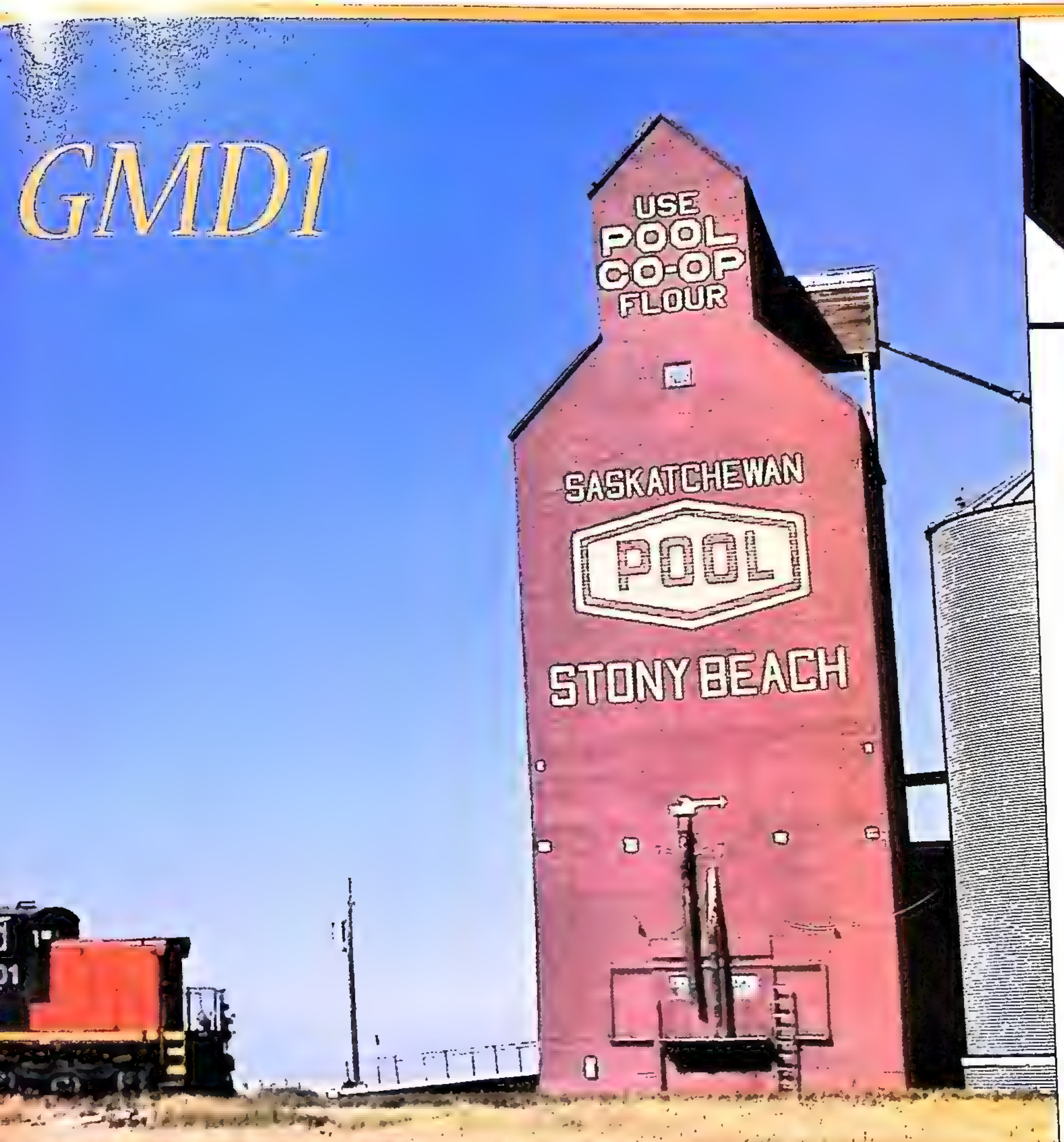
Article/photography by John Leopard



TRAIN NO.556, *the "Moose Jaw Wayfreight," rolls east past the Stony Beach, Saskatchewan, grain elevators on September 11, 1998. Stony Beach is located on Canadian National's Central Butte Subdivision, one of the few remaining lines still served by the GMD1s.*

IN CANADA, TIME IS FINALLY CATCHING UP with a unique breed of road-switchers, Canadian National's GMD1s. Numbered in the 1600 series, the last 15 A1A-A1A trucked versions of this locomotive are finding themselves out of work as the light-railed branch lines which they call home have largely been eliminated over the years by track upgrades, abandonments and line sales.

GMD1



Constructed from 1958 to 1960, 101 copies of this Canada-only model were custom built for Canadian National to dieselize the nearly 4000 miles of light-railed branch lines that once criss-crossed the prairies of Western Canada. The GMD1s, built by the Canadian cousin of General Motor's Electro-Motive Division, were erected on the floors of General Motors Diesel's plant in London, Ontario.

*At Estlin, on the Lewvan Sub, on September 4, 1997, three 1600s earn their keep in their intended service, hauling Canada's leading export from the small, country grain elevators that once dotted the prairies. The small elevators — like the prairie branches and the GMD1s themselves — are living on borrowed time **(above)**. Later that same day, Train No.572 rolls through Gray, Saskatchewan. **(below)**.*

GMD1s came in both B-B and A1A trucked configurations. All were outfitted a 12-cylinder 567C diesel engine that produces 1200-horsepower. Production totals stood at 101 units, with CNR purchasing 78 numbered in the 1000-to-1077 series sporting A1A Flexicoil road trucks, and 18 B-B versions numbered 1900 through 1917. The latter group came equipped with steam generators located in their short hoods for use in passenger service.

The only other road to purchase GMD1s was the Northern Alberta Railways. In 1959, five six-axled A1A-A1A versions were bought by this road, which was jointly owned by CNR and Canadian Pacific. NAR later picked up two second hand A1A GMD1s from CNR in 1962. Ultimately, CNR bought out CPR's share of NAR ownership in 1980 with NAR GMD1s 301-305 becoming CNR 1078-1082 and the two former CNR units (NAR 311-312) reverting back to their original CNR numbers of 1072 and 1077.

During the 1980s, line abandonments and an aggressive policy of track upgrading reduced CNR's network of light railed branch lines which criss-crossed prairie Canada. As a result, CNR's need for its fleet of light-footed A1A trucked road switchers greatly diminished.

Beginning in 1983 a program was initiated which saw the 1000-series GMD1s converted into switchers for yard and transfer duties. This was accomplished by replacing the A1A trucks with B-B Flexicoil trucks from retired GP9s. Their original 1000-gallon fuel tanks were replaced with 2000-gallon capacity tanks. Once converted, they were renumbered into the 1100-series by adding 100 to their existing numbers. The program was terminated

in 1991 with a total of 46 units completed.

An additional 21 of the 1000 series units were redone during 1988-1989 for continued road service. They lost their A1A trucks for B-B Flexicoil road trucks, the larger 2000-gallon fuel tanks were installed, and they were renumbered into the 1400 series. Three of the steam generator-equipped 1900s were also included in this program. (The remainder of the original 1900 series units were retired by the close of 1997.) The 1400s were not used in their intended road-switcher duties for very long, as they were bumped into yard service by GP38-2s, which could now be utilized on the increasing number of branch lines that had received upgrading.

In 1988, 15 other 1000-series units were chosen for rebuilding to handle the 1000 miles of light-railed branch lines that remained at that time. Like the rebuilding of the 1400s, this work was performed at CNR's Pointe St. Charles Shops in Montreal. They retained their A1A trucks and 1000-gallon fuel tanks, and had snow plow pilots and anti-climbers added. When completed, they received numbers 1600-1614. The 1600s were converted to short hood forward operation, as, when originally built, the 1000s were set up to operate long hood first. The A1A trucks give the 1600s a weight of 160,000 pounds on their drivers, a light weight which was necessary in order to negotiate the 60- to 85-pound rail found on some lines.

During the 1990s, the 1600s toiled in relative obscurity, operating out of such terminals as Winnipeg and Dauphin in Manitoba and Saskatoon, and Biggar and Melville in Saskatchewan. Canadian National's recent privatization has led to their shedding many miles of trackage by abandonment and line sales in their quest for a more profitable core system. By fall 1997, the light axle loadings of the 1600s were only required on two subdivisions — the Big River Subdivision and the Lewvan Subdivision, both in Saskatchewan.

Prior to its abandonment in December 1997, the last 19 miles of the Big River Sub still had 60-pound steel. Usual operation for this line consisted of a crew called twice a week to take two 1600s to the end of the Big River Sub at Bodmin and service the Weyerhauser Canada Ltd. lumber mill. Weyerhauser was the sole remaining customer on the north end of the line, and they now truck their timber products to a reload located on CNR's main line at Saskatoon.

Perhaps the best location in recent years to find GMD1s was the Saskatchewan capital city of Regina. Most times, up to five 1600s could be found working branch lines out of this important terminal, with their four axled 1400-series cousins holding down yard switching assignments. CNR trackage radiates in five directions out of Regina, with the Lewvan Subdivision requiring the services of the

***A PAIR OF 1400s** approach Paddockwood Jct. in Prince Albert, Saskatchewan, on September 10, 1997 **(above)**. The Paddockwood Sub has since been largely abandoned. The GMD1s found their home on the light-railed branches of the Canadian prairies. On September 3, 1997, a trio of 1600s power Train No.538 at Condie, on the Craik Subdivision **(left)**.*

ROLLING THROUGH RICETON: *The usual trio of 1600s work Train No.572 on the Lewvan Subdivision on September 4, 1997 (**above**). The set powering Train No.556 at Burdick on the Central Butte Sub on September 11, 1998, includes two of the three remaining A1A GMD1s in service: 1600 and 1601 (**below**).*

light-on-their-feet 1600s. Regina may also prove to be the last place to find the remaining A1A-A1A GMD1s, as, with the abandonment of the Big River Sub, the Lewvan Sub has become CNR's last light-railed branch line.

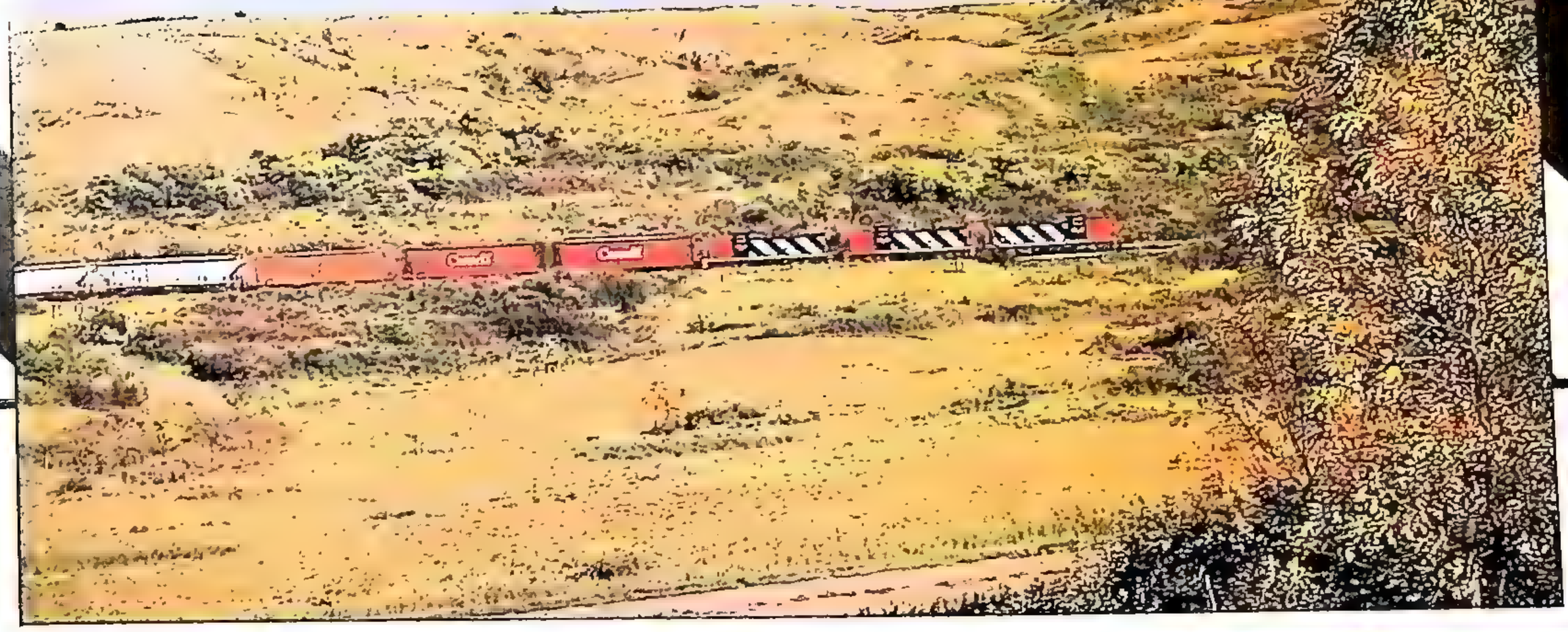
The Lewvan Sub is a classic example of Canadian prairie railroading. Wooden country grain elevators provide the Lewvan Sub's only means of existence. A couple of time a week, a train is operated from Regina that peddles five or six empty grain hoppers at each town's grain elevator. Normally the crew and engines are tied up at the end of the line, and then return the next day picking up the same grain hoppers after they have been loaded.

Big changes may be on the way for the Lewvan Sub. Large capacity grain terminals with silos constructed from concrete are being erected along Canadian Pacific's Moose Jaw-to-Portal main line, which closely parallels the Lewvan Sub. These grain terminals are capable of loading unit trains of 50 to 100 cars and may spell an end to the country elevators. In mid-1998 Saskatchewan's largest grain elevator operator, Saskatchewan Wheat Pool, announced their intentions to close 235 of their older wooden elevators by the year 2000 and construct 22 large concrete grain handling facilities to replace them. Most of these grain terminals will be located along main and secondary main lines.

When not called for duties on the Lewvan Sub the 1600s can be found working other assignments out of Regina. The "Moose Jaw Wayfreight" is a popular haunt for 1600s. This train operates each weekday morning west out of Regina on the Central Butte Sub. Its primary purpose is to service the large potash mine just east of Moose Jaw, at Kallium. Potash is used in fertilizer and glass production, and is shipped in covered hoppers. Saskatchewan is a major world supplier of potash with much of it shipped in unit trains to the U.S. and to ports in Vancouver, British Columbia, and Thunder Bay, Ontario, for export by ship.

The final blow for the 1600s began in February 1998 when retired GMD1 1140 gave up its two-axle B-B trucks and 2000-gallon fuel tank to the 1614, which was then renumbered 1444. Since then, the 1603 through 1613 have similarly been converted to B-B trucks. This work is being performed at CN's Transcona Shops in Winnipeg.

An interesting chain of events began during December 1998, when unit 1602 was sent to Winnipeg for overhaul and conversion, emerging as the 1432 by receiving the trucks and fuel tank from unit 1163. Next, the A1A trucks and small fuel tank of the 1602 were placed under the 1163, which, in a historic twist, was renumbered back to its original number of 1063. This



is not the first time engine 1063 has been in the spotlight, as it gained its first notoriety by being the last operating unit in Canadian National's classic green and gold paint scheme. The 1063 didn't trade her as-delivered colors for the then-new standard of black and red until August 20, 1984.

The remaining three A1A units, 1600-1601 and 1063, will be retained to work the Lewvan Sub until it is abandoned or sold, at which time it is planned that 1600 and 1601 will be converted into 1400s and the 1063 preserved, thus ending a unique chapter in Canadian prairie railroading.

The author wishes to thank James Edgar, Roger Gadd, Brad Grass and Graham Wood at CN and Mike Cleary and Gary Zuters for information used in this article.

THE LATE AFTERNOON SUN *bathes Train No.538 in a glowing light as it rolls east of Lumsden on the Craik Sub on September 3, 1997 behind three GMD1s* ***(top)****. "Light-railed" branches, indeed — Train No.538 approaches at Griffin, Saskatchewan, on the Lewvan Sub, September 4, 1997* ***(above)****. Under gathering clouds, Train No.538 trundles through Condie, on the Craik Sub on September 3, 1997. The GMD1s continue to roll, for now.*

The Business of Steam

by Tom Kelcec

Photography: Tom Kelcec except as noted

In the December 1998 RAILFAN & RAILROAD we went with Tom Kelcec behind the scenes of the Union Pacific steam program, the last corporately-sponsored steam program, to look at the preparations that go into a major trip. In the May 1999 R&R we met the Steam Team and talked with steam boss Steve Lee as they took 4-8-4 844 on a multi-day revenue trip. In this, the final installment of our story, the author had a chance to sit with Steve Lee in the crew car during the final day-and-a-half of the trip to discuss the economics and front-office decisions of a corporate steam program and look at the future of main line steam. Tom caught up with Steve as the UP train was heading east between Council Bluffs and Cedar Rapids, Iowa.

DISCUSSING THE FUTURE of the main line excursion business with Steve Lee lets me learn just how tenuous it is, especially if one considers the size of the excursion market and the number of engines running. "Look at Illinois, for example," says Steve. "In 1996, the Fort Wayne Railroad Historical Society ran with Chesapeake & Ohio 2716, the Milwaukee 261 was on the BNSF, we will be there in two days, and in 1995 the Frisco 1522 made an appearance. Then add in the museums and tourist lines in the state or nearby. The market, which is actually pretty small, can't absorb it all. New operators want to run where a prior trip by someone else did well, thus reducing the chances of success during a return visit of the original trip sponsor. In some areas of the country there are too many steam engines, dinner trains, museums with operations, and tourist railroads to keep the public coming to all of them in sufficient numbers, in my opinion. The motive power is often irrelevant to the general public, say on a dinner train where they ride primarily for the dining experience. Steam engine owner-operators have to learn not to cannibalize each other if all are to survive."

A small, dependable, paid crew

Somewhere west of Cedar Rapids we have a high-speed meet with a westbound freight at 4:25, and the crew car gets suddenly noisy and very drafty. I ask why the steam crew is as small as it is. First, they are all full-time employees with specific skills but also with a genuine ability and willingness to multi-task, i.e., do whatever it takes, whenever it takes, to get the job done. UP seldom uses volunteers since by their very nature they can only work when they can, and by and large their skills are not the ones required, even though the enthusiasm is there. "Another problem with volunteers is predictable," Steve relates. "No

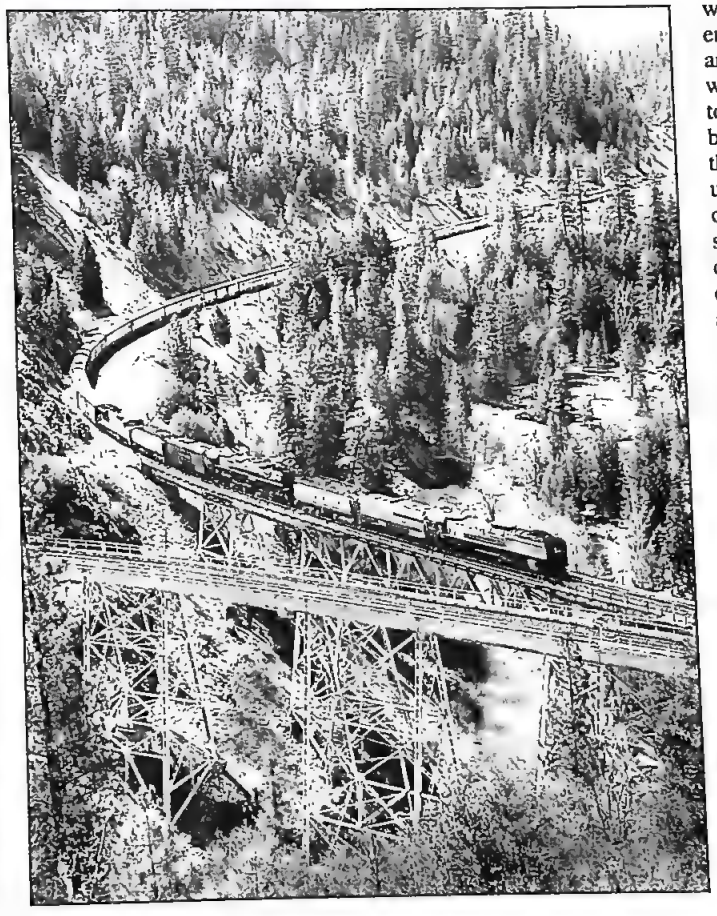
Jim Boyd

THERE IS NO DENYING THE IMPORTANCE *of Union Pacific's steam program as a public relations tool. The crowds gather round 4-8-4 844 during a servicing stop at Clinton, Iowa, on August 25, 1996 (**above**). Later in the day, author Kelcec is riding the cab as the 844 blasts through Dixon, Illinois (**left**). The 844 and Challenger 3985 grace Keddie Wye in California during their move to Sacramento for Railfair In 1991 (**opposite**). The 3985 is scheduled to pull a trip to Keddie as part of the 1999 NRHS/R&LE Convention in June.*

...tter how large the group, it usually ends up with a handful of people doing the vast majority of the hard work, yet on the day you run, they come from everywhere and want to take part. It's human nature, I guess, but you can't run a business with that kind of unpredictability. People call me and say, in effect, 'I want to help and become involved with the program. When you have steam up and the switch is lined to leave town, give me call and I'll be right there to fire and run, so your crew can do the dirty work.'" There are only eight on the UP crew (five mechanical, plus Steve, Bob Kreiger and Lynn Nystrom — see the May 1999 R&R for a complete crew profile) and they handle all aspects of everything assigned to the Cheyenne Shop. Six are required to handle all duties on the road, leaving two at the shop to work on other projects. While all but Steve's are union positions, there is no problem with job classifications since the descriptions read ". . . such other duties as may be required." "People are not wanted on the steam team who do not care about the program and who do not give 110% effort. The culture is one of jokes and mutual, friendly harassment, but always, always, professional and safe execution of the work. Too large a crew is a liability; there are more people to look after and keep track of and established work routines get disrupted and soon the extra hassles outweigh the benefits of the extra hands. It would be nice to have a couple more full-time people, but that's not authorized, so all have to work harder and take on more tasks."

To round-up to four the number of cab personnel when situations require, Steve calls in Jack Wheelihan, recently retired from EMD, an old hand at firing and maintaining another 4-8-4, SP 4449, as "a cheap date" on longer road trips to fire for Bob, while Lynn normally fires for Steve. Multiple, qualified operating crewmen are highly desirable for any operator, since they facilitate rest, alertness, and flexibility in light of road circumstances and delays, and eliminate any hours of service concerns. "These guys are the best in the business," states Steve proudly and emphatically, without an instant of hesitation.

On the quality of engine crews and an appraisal of other steam operators, there are a number of strong opinions. UP — and it's not just Mr. Lee and company, this includes senior executives — wants only experienced, professional railroaders operating their steam locomotives. Steve and Bob, as long-time locomotive engineers have a combined 49 years of train handling experience between them. "The real issues are air brake and train handling skills, the knowledge of what to do in an emergency, a thorough working knowledge of the rules, equipment, operating practices and so on. "We could teach a highly experienced diesel engineer how to run a steam engine after a fashion, but he would still have to be watched very, very closely. Some groups use retired, ex-steam enginemen, of which the numbers are fast-diminishing, and there is a risk that the ones that are still around hired on very late in the steam era, were furloughed most of the time, and thus have very little actual experience. I know there are a few exceptions, but that's the point, they are exceptions and they are very few and far between. In most cases, it's been 40 years or more since these people have been around a steam locomotive, and a great deal leaves the memory in such a time span. Groups who get to run, be it on a major or a regional or a short line, should let the host railroad's road foreman run the engine. Watch him and help, but he will handle the train better and smoother and keep out of trouble under all circumstances better than any weekend warrior. There is simply too much at stake for any other approach. The faster you go, and the heavier the train, the more is at risk. The last thing insurance carriers want to see is a non-professional running the engine. The best steam engineer today is an experienced diesel engineer."



At 4:40 p.m. we have another high speed meet with a westbound stack train. Just shy of our destination of Beverley Yard, on the west side of Cedar Rapids, traffic is such that we stop for a set of runbys (which this crew calls "drive-by shootings") in low glint light. I hear over the scanner the people from the trip sponsor, Pacific Limited Group, advising those worried about chigger bites to stay on the train, for the grass is high. As the passengers unload, yet another westbound stack train passes us. I ride with Bob and Jack on the runbys, during which another westbound stack train passes us, and then the dispatcher runs two more eastbounds around us. All of this careful orchestration with the runbys and meets ensures that by the time we arrive in the yard the mainline will be clear for maximum safety to the passengers, crews, and bystanders. By 6:22 we are in the yard with all passengers unloaded and aboard the motel or return buses. The engine is serviced and the cars get cleaned and stocked for the next day by PLG. Henry Krening and Ed Smith go to bed at 7:30, for they will be back at 3:00 a.m. to light off the fire. (Oil burning locomotives are generally shut down during the night and refired early the next morning. Coal burners require constant nursery care.) As we leave for the motel, the remaining UP crew is watering the engine, filling lubricators, and so on prior to moving the whole train to the other side of the yard for the night. I and the PLG finally get to dinner at 9 p.m. By 10:30 p.m. the fire is killed and the engine bottled up, with only the night-watchmen at trainside.

. . . Early to rise

At 3:00 a.m. Henry and Ed fire up the engine, and at 5:00 a.m. Ron Tabke and Bob Krieger arrive to fuel the 844 and provision the cab. The pilot crew shows up at 7:00 a.m. and at 7:30 we pull forward, cross the main lines, and then reverse on the eastbound to top off the tenders with water. Ron advises that in Chicago they will do a boiler wash, Tuesday at the earliest, since the boiler has to cool. They will wash the engine, fix a leaky staybolt cap on the fireman's side, fix a small leak in the cab, refill the boiler on Wednesday and warm it up with the boiler-dorm car in preparation for a corporate trip to West Chicago on Thursday. The 844 will be on display that day, and the E units from the UP historic fleet are arriving in time for display as well. Since the rod bearings have been running a little warm intermittently, Ron confirms they'll likely take a few thousandths off the inner and outer surfaces on the lathe, especially the left 1 and 4, and right 1. Even new brasses made of original materials ran warm for 500 miles or so, he says, but the harder alloy used here is taking longer to break-in than anticipated. If all goes well, the new brasses will last four seasons

***A SURPRISE AUTUMN BLIZZARD** was the highlight of a Sherman Hill excursion in Wyoming in October 1984. Challenger 3985 performs a photo runby to the delight of 200 photographers. Sherman Hill trips were a staple of the UP program well into the 1980s.*

versus two seasons for the old ones.

We depart, believe it or not, at 8:44 a.m. Our first stop is just a few miles down the road where, by prior arrangement, the local populace is en masse at the Tait Cummins Softball Complex to view and photograph the engine. The reason: where we were parked overnight was unsuitable and unsafe for public viewing [and the public was so advised in the media], so this gesture was arranged to make over a thousand people happy in proper morning light. A nice touch.

I strike up a conversation with Mike Conner from the UP Museum, who is riding the crew car, with camera, looking for period Chicago & North Western artifacts that might be worthy of addition to the museum's collection. The UP Museum is fully funded by the UP and is believed to be the oldest corporate museum in the U.S.A. Since the 1920's, it was on the first floor of the headquarters building in Omaha. When a new cafeteria was installed there, the collection was moved to Union Station, which the city of Omaha was restoring anyway, joining the Durham Western Heritage collection there. The content of the UP Museum includes all of the UP, Missouri Pacific, Western Pacific and C&NW photo collections, corporate records, furniture from the Lincoln funeral car, commissioned artwork and advertising originals and much, much more. The museum acquires new material often and more is donated each year. Too valuable to sell or give away, it likely will remain as one entity in perpetuity in Omaha, open to the public for research. Do stop by.

Expenses and budgeting

In a scene you likely will not see in another crew car, the men fill out their expense reports. This only reinforces the fact that the UP steam program is a business.

The Omaha Coach Shop has a budget orders of magnitude larger than the Cheyenne Steam Shop budget. A little-known fact is that in 1995, only 19% of all of the car fleet mileage was on public excursions, the other 81% being solely for corporate purposes. In 1996, the figures were 8% public excursion miles, 92% internal corporate miles. For example, at the time of our *Iowa 400* trip, the high level executive cars were at the Democratic convention in Chicago, two inspection trains were on the road, and a few cars were in the shop. The balance of the fleet is on our train. The percentages for the locomotives are also revealing; only about 35% of the annual mileage racked up by the steam engines and the E9's are on public excursions; the rest are for internal purposes. This explains why the steam crew doesn't like to see their locomotives referred to as "excursion engines" — UP does far more with its equipment than just run fan trips.

I expected to hear that insurance is a major impediment to excursions. Not so. The railroad has a relatively high comfort level with passenger trains, because it runs so many of them and has for many years. Railroads without an internal passenger train operation are scared to death of liability issues, and hence make a policy decision against passenger moves or make the insurance hurdles so high that no one can jump over them. Until the early 1990s, UP trip sponsors didn't have to have trip insurance at all. That was gradually increased from $1 million in coverage up to $10 million. In 1993 and 1994, non-UP related railroad accidents caused the insurance industry to ask "why should we insure railroad trips at all?" so the cost of $10 million in coverage, if available at all, went from $3,500 per day to $16,000 per day and even more.

To alleviate the insurance problem, UP buys its own liability policy and pro-rates the premium across all excursion trips on a per-diem basis. The trip sponsors are required to use the UP's insurance, but

they know up front what it will cost and that it will not be canceled at the last minute. By doing this, the UP saves the time and expense of reviewing a slew of sponsor-provided insurance contracts to make certain they meet all of the railroad's legal requirements. The lack of available, affordable insurance is never the reason a UP trip will not run. The premium UP is charged by its underwriters has decreased every year due to an absence of claims, in large part due to the firm safety policies that help mitigate the chances for any claims — first class, closed-window cars, and rigid railroad safety and maintenance procedures, all of which are audited by UP's risk management staff. And those savings are passed on to trip sponsors; UP's trip sponsors are now paying less than half what they paid when they had to get their own insurance policies. To be doubly safe, all passengers are required to sign a liability release before they board.

One final topic is budgeting. Everyone should have one, even if only restoring a boxcar. UP's heritage program must not only budget in detail, but must hit those budget targets. This includes an annual revenue budget for Steve's Cheyenne operation, made up of excursion revenue, souvenir sales and sale of obsolete material and scrap. On the cost side, Steve's annual operating budget covers his staff, shop costs, materials and supplies, operating and maintenance expenses on all rolling stock under his tutelage, and building maintenance costs. As a result of the crew's cost control efforts, better maintained equipment and the people and staff to do the work, in 1995 Steve's operation ran 40% more miles than in 1992 for 20% less money. Through August 1996, on a year-to-date basis, the operation was 13% under budget. Even with the steam operation in the Executive Department now (as opposed to the much larger Operating Department, where it resided from 1988 until late 1995), Steve's costs as a percentage of total expenditures are small. Having a formal budget, including some revenues, and hitting those budgets, helps legitimize the business role of the heritage program. A formal budget also reduces the temptation to alternately starve the program and then feed it, dependent on local finances of the day or on someone's benevolence or whim.

Loping through the corn

Today's running is at a constant gait across Iowa, with a lot of folks pacing us on adjacent U.S. Route 30, the Lincoln Highway, a famous paralleling road for UP fans. A period car in keeping with the age of the 844 pulls alongside, and for a few minutes it is the early '50s. In the distance, a nursing home is on a hillside. Everyone is out, front and center, in regular chairs or wheelchairs, waving happily as we pass in parade. The advance publicity has been well done, for there has not been a town (and very few road crossings) in two days without a crowd out to see us pass. At Clinton, Iowa, the biggest crowd yet is at the old brick depot. Lots of media attention and good public relations here, for it takes just ten seconds after we stop for the engine to be totally surrounded by onlookers and plenty of children. The rod bearings are running 150-170 degrees, and everyone is happy. We leave at 11:39 and cross the Mississippi River swing bridge into Illinois.

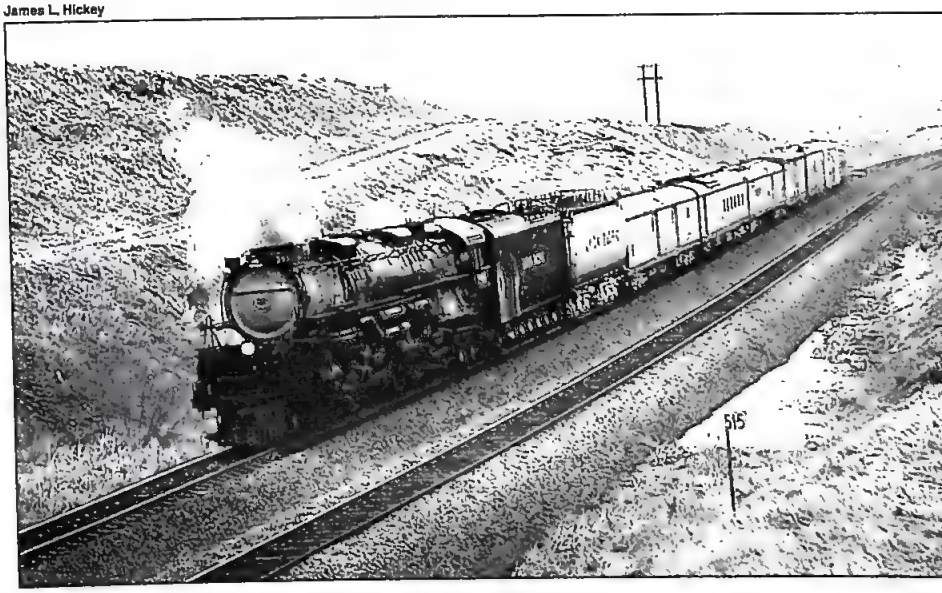
At a quarter past noon we stop at Sterling, home of Northwestern Steel & Wire. They used to run a few ex-Grand Trunk Western 0-8-0s here to switch the blast furnaces. We make a very short passenger stop and crew change in order to get out of town ahead of several freights behind us and a westbound ahead as well. The dispatchers and train crew are careful to orchestrate our meets so, as best as possible, they happen out in the country where there is little chance of onlookers getting in harm's way by looking at the steam engine while a freight approaches from the other direction. I ride with Bob and Jack for the 51 miles to DeKalb, with the first few miles quite nice as we traverse a long, sweeping curve to the right next to the Rock River. I am caught off-guard as we approach Dixon, Illinois, hometown of Ronald Reagan and R&R's editor emeritus. I think I see Mr. Boyd in a photo line — yes, that's him! — and get my picture taken in the cab gangway while we exchange waves. The reputed Dixon Hill seems made by a mole, as the 844 and train roar right up it with hardly a chuff.

We stop for a brief ATC problem, and Bob and Ron come up from the tool car to examine the situation. Nothing material. We meet many freights, two overtaking us from the rear, one powered by a C&NW GE unit emitting large clouds of smoke (see R&R December 1996 about Jack Wheelihan's reaction to diesel exhaust fumes in the cab). In order to accomplish these overtakes, we run at 25 m.p.h. for a number of miles, and have to endure the non-1944 electronic howl the new cab signals emit when they demand an acknowledgment that all is well. Today's regular traffic is obviously so heavy that we cannot have any runbys without causing major inconveniences to the freights on the line, so they are canceled. Part of adding value to the UP is not subtracting it, either.

At DeKalb, I rejoin the tool car for the final leg into Elmhurst, 42.6 miles distant. Steve reviews the Sunday Cedar Rapids *Gazette* coverage of the train and its stop at Boone. The photos and press are positive in two stories. Yes, we were on the front page. A couple of quotes from the article by Steve Gravelle are telling: "Chances are," he says, "the residents of State Center, Iowa, barely notice the two dozen or so trains that pass through their town each day, unless it's to complain about grade-crossing delays." And from an advance conversation with UP's John Bromley, steam trips are ". . . a good way to show the friendly side of the railroad. People see a steam engine, and they walk away with a smile." Quoted as saying the steam program covers its costs, he was also noted to have said that "the steam supporters among the railroad's management have so far countered the criticism that the excursions disrupt regular operations, but it's a potential issue, particularly as the railroad reaches capacity in some places."

Indeed, there are some critics of the steam program at UP headquarters. We have already reviewed that the program's cost is not material in the grand scheme of things, and it has generated revenue and/or perceived benefits in excess of those costs in recent years. On delaying regular trains, there may be occasional long meets and a few short delays, but no top-of-the-line revenue freight, such as UPS or APL, has ever failed to meet a schedule because of a heritage movement. In fact, Steve and the crew purposely do not run on lines or at times that are problematical (heavy traffic, crew shortages, construction, etc.) when it's avoidable for just this reason. Where grades are problems, diesels are used in addition to, or instead of, the steam power. On the argument that extra people are needed to oversee the heritage train, this is refuted by the fact that the UP runs trains 24 hours a day, every day, so there is no incremental requirement beyond the pilot crew. And finally, to

James L. Hickey



PREPARING FOR THE 1999 TRIP TO SACRAMENTO, *Challenger 3985 steams through light snow west of Cheyenne on its break-in run on April 9, 1999. The Challenger had "everything above the running boards" worked on in 1998 and will have running gear work done in late 1999.*

reduce complaints from the public when a ferry run operates ahead of schedule as well as behind (yes, they get upset both ways), UP just doesn't publish those schedules anymore.

When we are still quite a distance from The Loop, suburban sprawl starts, the corn and cows giving way to subdivisions, malls, traffic and clutter. We enter the Chicago Metra commuter zone at Geneva. After going slowly through some track work in progress, Bob opens up the FEF3 and we roll through the suburbs at 60-plus. Station after station, and crowd after crowd pass by in a blur, the close buildings throwing back the rapid exhaust and frequent whistling. While not a UP employee, I nevertheless feel very proud to be waving at all the folks and children trackside as the best passenger train in the country puts on a show few will soon forget. We arrive at Elmhurst at 4:05. I bid farewell to all in the tool car and detrain as well, saying thanks to the many PLG members, too. Without any delay, all passengers are on the platform and the train heads a few miles east to Proviso for turning and servicing. As the Fox River passes, I notice the gate is already down over the picture window. Shortly after the end of the train is seen crossing over in the distance, several eastbound freights roll through on the station track. This is one busy piece of railroad. This segment of the PLG's Midwestern trip group is over. In future days, the train will go to Milwaukee, Union, Des Moines and back to Council Bluffs.

THE FATHER-AND-SON TEAM *of Lynn and Todd Nystrom pause while lubricating the 844 at the Council Bluffs yard on August 23, 1996. Lynn joined the steam team full-time in 1993, while Todd is the only non-UP employee on the crew. Lynn's wife, Mary, works the concession/souvenir car on trips.*

The Future

With the UP steam operation's costs down due to reinvestment and efficiencies, justification of the heritage equipment is now easier on a cost/benefit basis. However, while internal UP trips are justifiable, there are looming complications for public trips from Steve's point of view. "First, it's much harder to do even the simplest public trip due to ever-increasing freight traffic levels. The luxury of running on lightly-used secondary lines has largely evaporated as those lines have been sold off or abandoned or have become busy in their own right. And excursion sponsors are feeling the competition from tourist lines, dinner trains, railroad museums, and other excursion operators all of which make UP's steam program less of a novelty than it once was. They are all competing for a relatively small base of passengers."

UP's heritage program must keep generating internal benefits in order to avoid being forced down a road of deferred maintenance and diminished operations. "Everything we do must add value to the corporation in some way. One can debate the theoretical and practical aspects of this approach, but one thing we need to do better is quantify the advertising, public relations, employee relations, customer and investor relations and other benefits from our heritage program in addition to the qualitative benefits. It's not easy to put specific dollar values on some of these things, but we must and with John Bromley's help, we do."

At the end of the Norfolk Southern steam program, some individuals were quite vocal in their opposition to that decision and made unprofessional comments about it, to say the least. As one result, the disposition of the N&W 1218 is unresolved at this time and NS executives seemingly have little use for "railfans." Actions such as these do not help the cause of future excursion trips or heritage operations of any nature, anywhere, by anybody.

External pressures may also play a significant part in any decision about future trips. The FRA is considering new rules that could require very expensive refits to existing passenger cars. The FRA is also considering some rules that would require crew training and certification, emergency response plans with all enroute emergency agencies and other costly things. "There is no way we could justify the expenditure of several million dollars on car refits and millions more annually to comply with the response requirements just for a few excursions each year. The only rational business decision in that case would be to stop hauling people entirely."

What about the effects of the UP-Southern Pacific merger and its aftermath? Drew Lewis was clearly in favor of the steam program, seeing it as a viable substitute to the company's advertising budget. Will those who follow be of the same opinion? Only time will tell. With the ascension of Dick Davidson, the future of UP's heritage program is probably no less secure now than it was a year ago. But the issue of public trips has yet to be fully resolved. Former President Jerry Davis, while not a railfan, had a keen interest in history, the railroad industry and in the public image of Union Pacific. He was said to have been impressed with the strides the steam crew made over the eight years he was away at CSX and SP, rebuilding the locomotives and infrastructure into a well run, low-cost operation. Steve thinks that as long as his operation conducts itself safely and sensibly, spends its money wisely, and confines itself to productive activities, UP's heritage program will continue. With Jerry Davis' retirement in March, Ike Evans took over as President of UP, and while his feelings toward the heritage program are as yet unknown, he did visit the Cheyenne steam shop soon after arriving at UP.

Says Lee, "If Omaha decides to run only internal trips, we'll live with that. We'll still be able to run and still get the PR benefits. As long as we keep producing benefits for the company, things will be fine. If the benefits are perceived to not be worth it, then we'll stop. But as long as we are running, whether the public can ride or not, at least they will be able to see and experience big steam on the main line. And even now, far more people come out to see the engines than are interested in riding behind them.

"For the moment, we are refusing most excursion requests. There

...ss pressure to produce revenue, so we are more selective in what we do and who we work with. We'll continue to look, as always, at what corporate functions we can address at the same time that would help justify deadhead costs, the total cost of the movement, its physical and practical do-ability, the track record of the excursion sponsor, and what the UP would get out of a public trip versus running a locomotive to a destination (hauling press and dignitaries only) and placing it on live display for a period of time. If the benefits do not outweigh the costs, we handle the request accordingly. After all, this program never has existed solely for railfans and fantrips.

"Obviously, the costs to the excursion sponsor are favorably impacted by other corporate uses we can fulfill enroute. In the case of the Central Coast Chapter's Tennessee Pass trip, the fact that we coordinated that trip with corporate uses of the train while it was in Salt Lake City reduced the cost the Chapter would have to otherwise absorb due to the lengthy deadheading, and it also positioned the train for the NRHS convention. This was a win-win outcome for everyone, and it's nice we could work it out. By combining a number of functions with a few, reasonable excursions, we can accomplish a lot for both the corporation and the excursion community."

Any way you look at it, the future of public trips on the UP (or on any railroad) is a pure business decision, regardless of the best intentions of the best trip sponsors. Rational railroad executives in the 1990s will make rational business decisions, and are under no obligation to entertain the public on their property. Railfans, whether sane or not, have to learn to live with the results. And to be on the safe side, ride any trips that appeal to you when you can. Be thankful for what is being done for you behind the scenes. Don't whine about what could be done, or what used to be.

Epilogue

Since the summer of 1996, a few things have happened. The PLG, a consortium of four western NRHS Chapters to operate excursions, disbanded with each of its member groups going their individual way on future projects. The PLG membership was geographically far-flung and the strains on the tiny core of people who did most of the work in the all-volunteer organization were getting to be a little too much. The final straw was the large financial loss the PLG sustained on its October 1996 Branson, Missouri, trip group. The first trip after the break-up, the 1997 trip over Tennessee Pass, was sold-out before it even hit the magazine stands (mostly via the Internet) and was therefore a commercial success. However, there were grumblings by some NRHS members that they didn't have a chance to buy a ticket. Unfortunately, on a limited capacity situation, particularly when it's *not* an official NRHS event, it's first come, first served.

The demise of the PLG will make it more difficult and expensive for the four component groups to go it on their own. Whereas economies of scale had been achieved, and a passenger could deal with one organization for a multi-day trip, that will not be true in the future. The jury is still out on whether tour groups will deal with a fragmented structure. This probably will leave gaps in long trips, make it more difficult for passengers who want to ride all the way, and certainly increase the paperwork and aggravation for UP in the bargain.

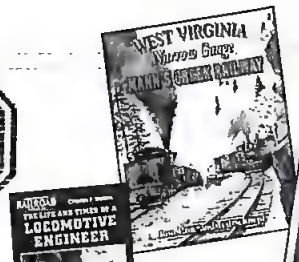
The well-publicized problems after the SP merger resulted in a reduction of steam use while the railroad recovered, with the only public trip in 1998 the July Cheyenne Frontier Days run. All the steam engines in the world won't make up for lousy customer service; the engines stayed in the roundhouse while the railroad got its house in order. Still, UP's 1998 steam run was featured on the business pages of the Dallas newspaper as an example of how modern corporations use their heritage to sell the present. The steam team's budget survived the upheaval, and they made good use of the time by working on a backlog of general maintenance tasks and upgrading the numerous pieces of shop equipment and rolling stock under its responsibility, to include overhauling the 3985's boiler. With railroad operations now back to normal, UP's steam program will take to the rails again in 1999, but more oriented to corporate purposes. UP will participate in the combined 1999 R&LHS / NRHS convention and in Railfair '99 in Sacramento with a doubleheader of 844 and 3985 and two convention excursion trips, and the steam locomotives will be center-stage participants in the grand opening the new Roseville Yard in May. By way of comparison, in 1998 the steam program logged five days and 520 miles; in 1999 it will chalk up 58 days and about 4500 miles. No.3985's running gear will be overhauled during the winter of 1999, completing the full overhaul of that locomotive, and other projects and equipment will get attention as part of a five-year plan in place. And even though the anti-steam biases of a few mid-level executives continue to be a problem, there are already tentative plans for steam trips in 2000 and 2001. The NRHS Convention goes to St. Louis in 2001, a reprise of the 1990 steam extravaganza when Frisco 4-8-2 1522, Norfolk & Western 2-6-6-4 1218, Cotton Belt 4-8-4 819 and UP's 8444 all attended. Perhaps a similar gathering will occur.

Who says steam is dead? ⊂

***NORTHERN 844 HAS WORN** two different numbers and two different paint jobs during its four decades of excursion service. Numbered "8444" and wearing black, the engine was at the Denver roundhouse on May 29, 1969 **(top)**. Still numbered 8444, it was in the "greyhound" scheme at Denver Union Station on October 3, 1987 **(above)**. It also appeared as "844" in both schemes in the 1990s.*

Carstens BOOK DEPOT

NEW ARRIVALS



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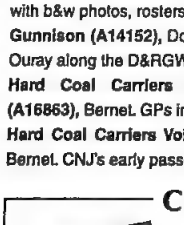

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ON THE MENU

by JAMES D. PORTERFIELD

New Hampshire Rhapsody, Part 1

"WE WANT YOUR MEAL to be a surprise." It's Leslie Holloway, who, with Lance Burak, owns and operates the *Cafe Lafayette Dinner Train*. "Most people come to enjoy the train, but get their socks blown off by the food." I stand here now bare-footed to tell you Leslie and Lance achieve that goal, and then some.

The *Cafe Lafayette Dinner Train* operates from a location, new in 1999, on Route 112 in North Woodstock, New Hampshire, just off Interstate 93 at Exit 32. In the heart of the White Mountain National Forest, it is near a number of significant natural (Old Man of the Mountains), historic (Bretton Woods), and railroad (Crawford Notch and the Conway Scenic and Mount Washington Cog Railroads) sites. (To make a mini-vacation of your dinner train trip, I recommend the Kancamagus Motor Lodge — 603/745-3365 or 800/346-4205; *www.kancmotorlodge.com* — where the banana pancakes at breakfast are the best of their kind I've ever had.)

The train consists of two lovingly and elegantly restored dining cars, an ex-New York Central 1924 Pullman Standard day coach rebuilt into the *Indian Waters* and the domed *Granite Eagle*. These are supported by an ex-U.S. Army kitchen car (1953) and ex-Canadian National/VIA cafe-coach No.3207, to go into service as an Entrance Car, Gift Shop and partial dining car this summer. The train is powered by one of the nearby Hobo Railroad's three Alco S4s or GE 44-ton locomotives.

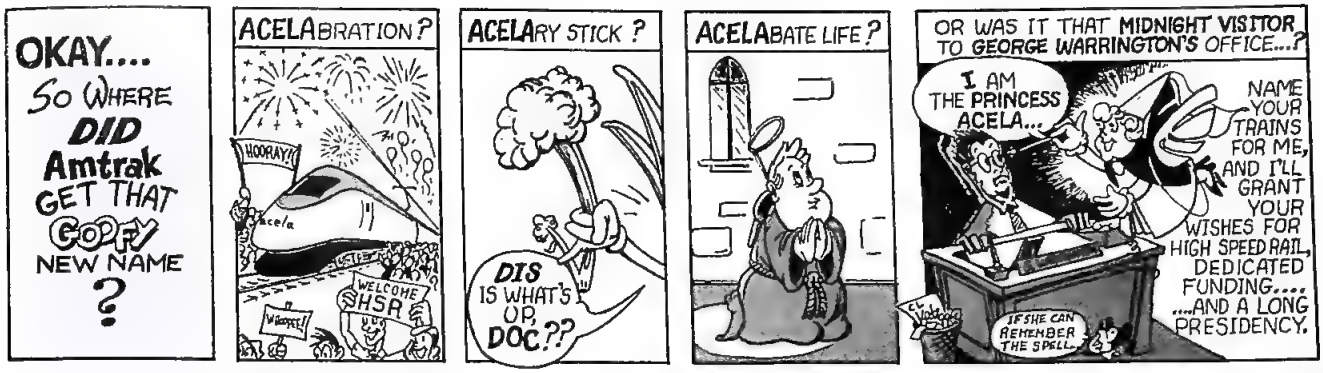
The most recent addition to the train set, the *Granite Eagle*, is a story of its own. "We needed a dome car that measured less than 16 feet high," says Burack. "We travel over several short bridges along our route." After searching for two and a half months, they found a privately-owned Planetarium Car, ex-Missouri Pacific No.896 (ex-Illinois Central No.2271), in Kansas. Built by Pullman Standard in 1952, it measured just 15'8". "It took us six weeks to prep it for the move," says Lance. "We replaced air hoses, grab irons, steps and release levers, then lubricated the center pins and bearings. Finally, we had to weather- and vandal-proof it." Arrangements were made with seven different railroads to move it to Lincoln, New Hampshire. Lance went on, "I traveled ahead of it all the way. The freight haulers distrusted the couplers, so made it a rear-rider in case it came apart. I learned train-masters weren't accustomed to deadheading passenger cars, and car knockers weren't used to its length or brake system. I would arrive before the car to forewarn them. It made their life easier." Five and one-half months after it arrived, it emerged as the beautiful and stately *Granite Eagle*. "The only work we contracted was the carpet," Lance says with justifiable pride. When you ride, call ahead to see if you can arrange with him to look over his photo album(s) of the project.

From the new boarding area, a siding off the ex-Boston & Maine right-of-way into Lincoln that once served a lumber mill, you depart for a 20-mile round-trip excursion along the picturesque Pemigewasset River valley past lush forests and open fields, surrounded by mountains whose faces reveal the source of New Hampshire's nick-name — the Granite State. But it is the food that makes this dinner train so exceptional.

"We want you to enjoy a restaurant experience, where you can walk in and see what's good," says Leslie. "We have our own herb garden and grow our own vegetables and edible flowers, so the emphasis is on what's fresh. We don't have a pre-printed menu." The five-course dinner menu is prepared exclusively on the train — no catered menu items appear — and changes regularly to feature a choice of three wonderful entrees. "Cooking on board and to order gives us the ability to assure high quality and outstanding presentation," says Holloway. "We employ three to five chefs and four to eight waitstaff to carry that off." The train can accommodate as many as 124 guests.

Two photos: James D. Porterfield

THE NEWEST ADDITION to the *Cafe Lafayette Dinner Train* is "Planterarium" dome car *Granite Eagle*. The 1952 Pullman dome previously saw service on the Illinois Central and Missouri Pacific.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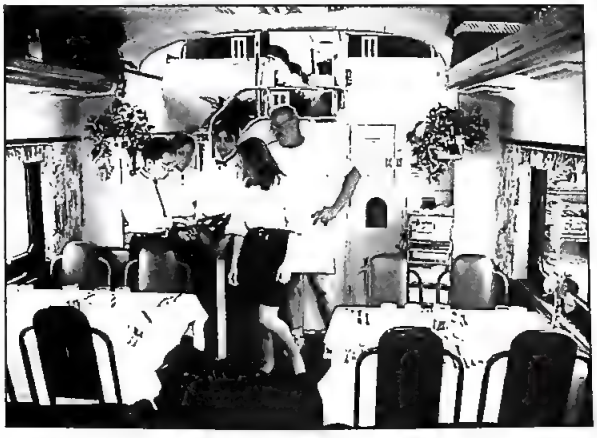
On a pleasant summer's night last year, riders were greeted by Leslie's announcement of a choice of appetizers — the house specialty Cafe Paté of chicken liver, cognac, sherry, and fresh herbs; a cream of Vidalia onion soup or fresh fruit with sherbet. Salad — fresh garden greens, spearmint, sage, basil, home-made croutons, and Parmesan pepper dressing, decorated with slices of Mandarin orange — was followed by orange sorbet, served as wait staff cleared crumbs in the grand manner, with wisk and pan.

For entrees, the choice was between boneless breast of chicken with home-made roasted garlic and herb boursin, accompanied by Roma tomatoes rolled in seasoned bread crumbs and served on a bed of wilted spinach and arugula with cream sauce; fresh salmon with citrus dill burre blanc (white wine and butter) or pork tenderloin marinated in orange ginger mustard, rolled in seasoned bread crumbs, served with rosemary demi-glace. Each was accompanied by a broccoli, turnip, and carrot medley, and basmati rice with daikon radish seed.



ABOARD THE *GRANITE EAGLE*, *Cafe Lafayette* owners Leslie Holloway (left) and Lance Burack (right) confer with waitstaff.

For dessert, there was vanilla ice cream rolled in toasted coconut and set in Mango puree; carrot cake topped with lemon cream cheese frosting set among decorative day lily petals or chocolate cappuccino cheeze cake drizzled with chocolate sauce. A wide assortment of companionable wines from Europe and California are available.

How did two pleasant, personable, normal-appearing adults get involved in such an arduous and complicated undertaking? Lance answers, "Between us, Leslie and I had over 40 years in the restaurant business. We wanted to open a restaurant near here. I grew up in Lincoln, and Leslie has lived here for 20 years." To which Leslie added, "We both hired on with the former owner of the *Cafe Lafayette* as part time help. But as our scheduled hours expanded, and the owner began to burn out from the business, he offered us a deal to buy him out that was too good to turn down." Lance, one of tonight's passengers confides, is a good negotiator. "We were just in the right place at the right time," Lance replys. Leslie nods in agreement. During the off season, Lance is the On Hill Events Coordinator for nearby Loon Mountain resort, where Leslie assists.

Meanwhile, back at the train, 1999 operations begin on Friday and Saturday of Memorial Day weekend and continue on June 5 and 12. Then, from June 26 through October 10, runs occur every Saturday, Sunday, Tuesday, Wednesday, and Thursday. Additional runs are set for October 16, 23 and 30; December 11, 18, 25-29 and 31; and during New Hampshire's Highland Games, September 16 through 19. Prices, $41.95 for adults, $24.95 for children 4-11, with a $5.00 per person upgrade to the dome, do not include the bar or gratuities. Board from 5:45 p.m., with "all aboard" called at 6:00 p.m., to depart at 6:30 p.m., and return at 8:30 p.m. For more information and reservations, call 603/745-3500 (or 800/699-3501 outside of New Hampshire) or go to the *Cafe Lafayette* website at *www.cafelafayette.com*.

If you are a gourmand, if you are a rail fan, if you enjoy scenic travel, or all three, a visit to the *Cafe Lafayette Dinner Train* will be a treat you will not forget. Just be sure you carry spare foot wear, for it is entirely likely that part of your fond memory will be that you had your socks blown off.

Next month, "New Hampshire Rhapsody" will continue as we cover the Conway Scenic Dinner Train.

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RAILROAD AVENUE ENTERPRISES

CAMERA BAG

by JIM BOYD

High Yield/High Risk

WELL, VACATION TIME is upon us, and endless opportunities abound for railfan adventure near and far. Load up the cameras and hit the trail — just you and the open road (and maybe an irritated wife, two-point-six screaming kids and a carsick dog). The railroad awaits! With any luck maybe there will be a train there, too.

Railfan photography exists in many hostile environments, from a rocky pinnacle above a snake pit to an overheated station wagon with the wife and kids. And the railfan must often tailor his photography to each. The athletic and single railfan Rambos look for mountains to climb that just happen to overlook a spectacular piece of the old Spokane, Portland & Seattle, while for others the challenge is simply finding a lineside parking place in the shade next to a clean restroom. (The only person I know who successfully mixed the two situations is my former associate editor Bruce Kelly, who not only got wife Amy trackside but got her interested enough in photography to win a *Trains* magazine photo contest herself!)

I was reflecting upon this the other day and realized that there are two distinct approaches that I use for railfan photography, depending on the situation. One technique I call "High Yield," and the other is "High Risk."

High Yield gets you quantity and quality with minimal expenditure of time and effort. It's the best way to railfan with family, but I also use it en route to somewhere else, or when time is at a premium. It involves going to where the traffic is dense and the light is good or the scenery is spectacular, if trite. This includes yards and engine terminals. Action is almost guaranteed, even though the setting may not be the most artistic. But you can usually get 80% of what you're after with 20% of the effort. It may not be art, but it's entertaining and productive.

Back in 1969 I made a two-week whirlwind trip of the West with Mike Schafer and Richard Dean. It was my first encounter with the Left Coast, and it was pretty much done on a dead run. It was an intense exercise in High Yield photography, the results of which are in many railroad coffee table books today, thanks to Schafer's publishing connections (his Motorbooks softcover *Vintage Diesel Locomotives* contains four images from that trip, and I produced two photo articles from it for *Railroad Model Craftsman* on the SP&S and Western Pacific). We got everything from a dead Century 855 at Council Bluffs to Milwaukee Little Joes at Avery and *California Zephyrs* in perfect light in both directions from the overlook at Pulga and on Keddie Wye (the eastbound was eight hours late, putting it through in perfect light, which the normal schedule did not permit — pure luck!).

On that trip we hit "classic" locations and high-density spots like Omaha, Harlowton-Avery, North Vancouver, Feather River Canyon, Tehachapi Loop and Soldier Summit, though we managed to stumble on some unexpected rarities like the UP local into Wallace, Idaho, and the *California Zephyr* detouring over Tennessee Pass and the only UP DDA40X Centennial in existence at the time, No.6900, working through Weber Canyon alongside gas turbines. High Yield does not mean mediocre results! It means going where the odds for action are the highest — Horseshoe, Sand Patch, Joliet, Rochelle, Kansas City, Dayton's Bluff, Sherman Hill, the Joint Line, etc.

Back in 1969 we had one advantage that is missing today — passenger trains. By checking the passenger schedules, you could almost guarantee at least one train — and passenger trains tended to cause nearby freights to bunch up on either side of them. Find the passenger train, and you could usually scare up a freight or two at the same time. The same applies to Amtrak today. While the passenger train might be a cookie-cutter look alike, it will still have the bunching effect on freight traffic.

Engine terminals would almost always yield something worth photographing — albeit they might just be roster shots. But what if you need a roster shot of a Northern Pacific Geep with the steam-engine bell for some future project? Or night shots of Joes and Pelicans at Avery or the dead line at Tacoma? When you hit new territory, your odds of getting something new and worthwhile are quite high. What the natives consider "ordinary" can be spectacular to the first-time visitor.

The flip side of High Yield is High Risk photography — and by this I do not mean hazardous, like standing inside a tunnel in third rail territory! High Risk is going after highly desired images that require time, effort and a massive dose of luck. It's like going after that once-a-week evening local to Potluck that runs only two hours in daylight in the middle of June out of Binghamton, New York, where the sun never shines. But when you get that one wonderful moment of evening sun as it crosses that wood trestle that's hidden from highway view, you know it was worth the effort.

But those are not the kind of shots you want to try for on an expensive trip 2000 miles away on a long weekend! Those are the shots that you go for in your own backyard where you can day-trip again and again until you get lucky. Dale Sanders and his Colorado friends made an obsession of capturing the off-the-beaten-path Rio Grande before it got gobbled up by the Mega Pacifics, and their body of work will forever be the finest ever done on the diesel-era D&RGW. But I couldn't have done it by commuting from New Jersey! It took him a half-dozen trips to finally get one spectacular session with a once-a-week canyon coal branch, as I recall.

High Risk photography will by definition produce very low yield — but the yield will probably be spectacular if you can pull it off. But that yield may not be "artistic" imagery. It may be fairly pedestrian pictures of a rare operation. The guys doing a book on the

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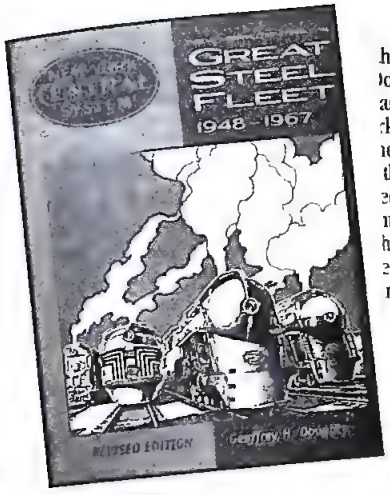

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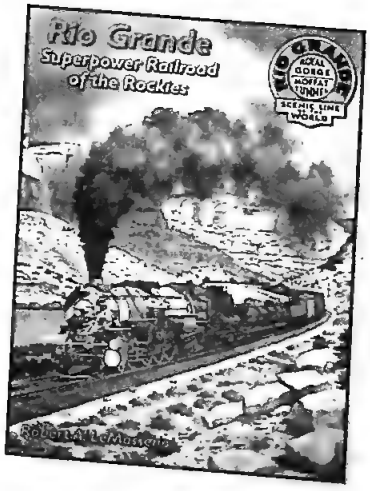

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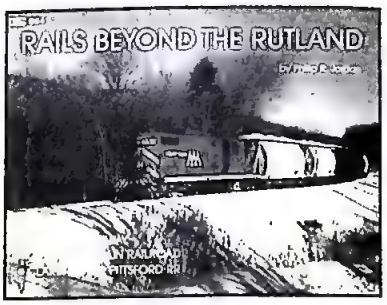

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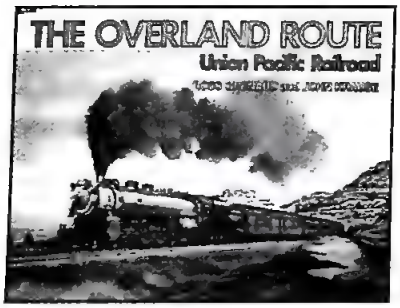

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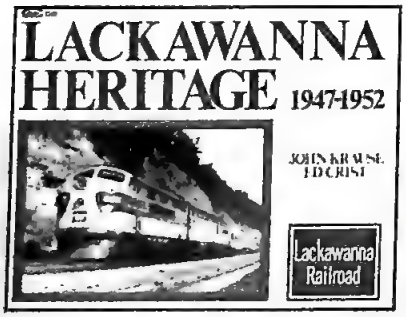

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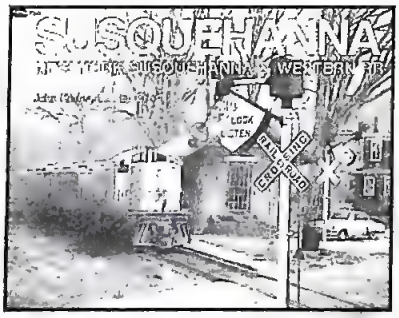

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ading would kill for any image of the ...al into West Catasauqua because it was a ...ght job and never seemed to show up in daylight. With all the action nearby, who bothered to get night shots of an RS3 at West Catty?

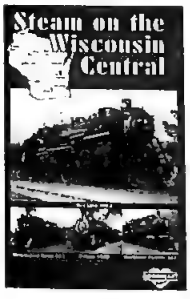
When I moved out to Sussex County, New Jersey, in 1973, I made the nearby Lehigh & Hudson River my High Risk project. I spent years documenting the railroad from end to end, venturing out whenever the weather was right. I did synchronized flash shots of C420s inside the tunnel under the Delaware, Lackawanna & Western cut-off and got night shots of the interchange with the Lehigh Valley at Hudson Yard. Today that body of work is the nucleus for an ongoing book project — but I have yet to find anyone who ever shot the Mine Hill branch in Franklin, for which the railroad kept three light Camelback 2-8-0s on the Franklin switch job, and which lasted to see RS3s used there. I've never seen photos of the Atlas Branch out of Franklin, either, though Collins and Krause and Furler got lots of shots of those 2-8-0s working the Palmer Mill down by the main line and scampering to and from Warwick.

Today, as the variety of railroads is reduced and short lines appear and vanish at the whimsy of local operating authorities, there is an awareness of the rare and unusual. I literally stumbled across the Conrail Akron Secondary branch out of Sinking Spring, Pennsylvania, that resulted in the cover feature in the February 1996 R&R. It took quite a few trips down there, a hundred miles from home, before I caught the job on the perfect day, but It produced some of my all-time favorite Conrail photos. That was High Risk work at its best.

As you venture out for summer railfanning, consider both approaches. High Yield for the once-in-a-lifetime trips, and High Risk for something of value nearby that has to be "worked" until luck finally strikes. They can both be rewarding and a lot of fun.

VIDEOS

Heartland steam



Steam on the Wisconsin Central, from Goodheart Productions, P.O. Box 47131-R, Chicago, Illinois 60647, 800/482-1522; 46 minutes, $49.95 plus $4.00 shipping. IL residents add 8.75% sales tax. Over the last decade, the Wisconsin Central has proven quite receptive to a variety of responsibly-operated steam operators and engines. This tape provides a highlight tribute to four of the locomotives that have graced the WC's rails since 1988.

We start with numerous scenes of Soo 2-8-2 No.1003 freshly hatched from its restoration and on a ferry run from Duluth to Osceola, Wisconsin. This is followed by some nice shots of a 1997 ferry run, which included picking up freight cars en-route, from Chippewa Falls to Osceola. The "high

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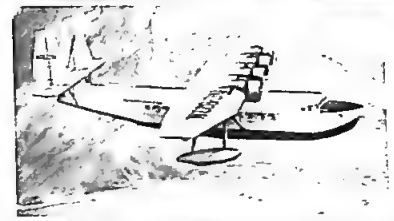

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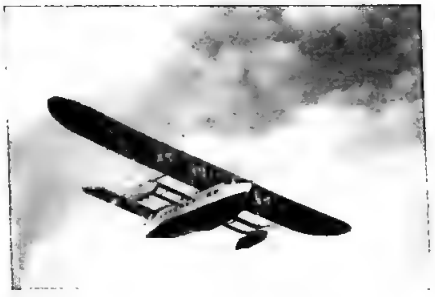

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bridge" over the St. Croix River is covered (including in-cab footage) and various other trips in a variety of weather, including a lot of spirited running with good noise and smoke. Dave couldn't make all of the trips, so some of the 1003 footage was shot by crew members with non-Betacam equipment.

Northern Pacific 4-6-0 No.328 action takes place on the normal tourist run on the WC line used by the Minnesota Transportation Museum between Dresser and Osceola, with a double-header trip with the 1003 thrown in as icing on the cake. With Milwaukee Road 261 engineer Steve Sandberg at the throttle, the cute Ten-Wheeler talks like it hasn't for years, I'm certain. Coverage is topped off by a loud runby at Marine siding.

Going back in time to 1988, we see Frisco 4-8-2 No.1522 stomp up Byron Hill south of Fond du Lac several times with different consists — always a good show regardless of motive power. The last engine visited here is Milwaukee 4-8-4 No.261 with key location scenes at the St. Croix River high bridge (once with the engine painted Lackawanna for the National Parks Service's Steamtown movie), Byron Hill (several times) and on the turntable at Fond du Lac.

One could well argue that Wisconsin is the current "place to be" for varied, period power, that is properly restored and running on some classical main and branch line trips with appropriate consists. Thanks to Ed Burkhardt for letting us experience what steam on the Soo was like through the modern-day hospitality on the WC. With an extensive steam schedule planned for 1999, don't hesitate to go if you have not — *Tom Kelcec.*

Railfanning by air

Above Southern California Rails, from Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, 800/950-9333; 42 minutes, $19.95 plus $4.00 shipping ($5.00 Canada, $10.00 international); CA residents add 8.25% sales tax.

The concept of this tape (all helicopter footage) struck me as appealing (notwithstanding my years of frustration and infuriation with helicopters pacing steam excursions). I was not disappointed, but have a few constructive comments. The opening scenes are Hollywood-perfect pacing and "dolly" work as we swoop along the San Clemente coastline following a southbound *San Diegan* in late afternoon light. Sights here, and later, of the cliffs that you could never see standing on them are magnificent, and the audio has the train sounds prominent rather than the chopper. A quick look at the Stewart Mesa Commuter Service Facility is followed by a pace of a BNSF northbound freight from a variety of angles, including I-5 when adjacent. While refueling the bird, we get a glimpse of the custom-made gyro and camera gear (mounted below the nose and operated remotely). A detailed look at BNSF's Hobart yard and the UP yard next door is next, followed by a mundane pursuit of a BNSF freight eastbound through the warehouses and factories of the area. A change of pace has us following the new Talgo trainset west as it rolls through L.A. on its run to the Pacific Northwest from the Pueblo test track. We fly east and catch up with BNSF trains, see a UP freight with mixed power, then head for Berdoo, where we overfly both east and west BNSF yards. Viewing the hump yard is followed by a visit to the Port of Long Beach. The tape ends back on the Surf Line at San Clemente, pacing an Amtrak train northbound, followed by the sheer joy of running up the pounding Pacific Ocean shoreline without a train in sight. Ah, to be a seagull.

The execution of this tape varies from the innovative, informative and artful to the ordinary, depending on your taste. For example, I relished pacing the Surf Line, seeing yard layouts and learning about trackage and operational changes, and the Port of Long Beach shots. On the other hand, tight shots of a BNSF diesel grinding through the warehouses and factories of the L.A. basin held less appeal. This is a good concept. In future volumes, I'd like to see this rock-steady camera platform exploited to its fullest. Lets see more rail installations you cannot visit in person, gain unique perspectives on rail action via artful camera angles and lighting and understand how rights-of-way and other rail facilities were built and modified over the years. A little more concentration on the scene and the glory of the camera position and fewer tightly cropped views of just the locomotives I think would make the final footage stellar and award-winning in quality — *Tom Kelcec.*

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Hours at Horseshoe

Trains of Horseshoe Curve Parts I and II, from Big E Productions, P.O. Box 75, Greenland, NH 03840, 800/832-1228; a two-tape set: 202 minutes, $41.95 plus $4.00 shipping. When I first sat down to look at this 1998 production, I thought 202 minutes of every car of every train would be more than I could handle, but I was pleasantly surprised. Rather than just showing us an endless parade of trains (more than 50 in a 24-hour period), there is extensive narration that is worth the cost of the tape. It explains the origin, destination, tonnage, cardloadings, blocking, schedules, train symbols, etc. It's an incredible education.

We progressively move along the line from Cresson to Altoona to Gallitzin to Lilly to Portage and a few spots in between. Only a few trains are shown at the Curve itself (understandable given the access restrictions there). All day and night, we sit broadside and capture numerous movements east and westbound, some just minutes apart, showing just how busy this line is.

The camera technique is acceptable, standard railfan video with average editing. Final visual quality is good. The audio and narration was first rate, with extensive research clearly evident. This is a lot of information for the dollar and, I'm sure, a must for Conrail fans — *TOM KELCEC.*

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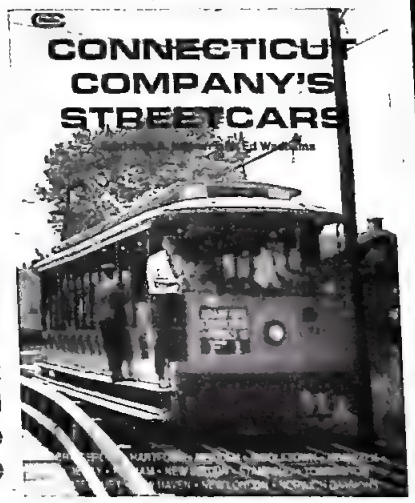

Years have passed since yellow Connecticut Company trolleys criss-crossed the State of Connecticut with its roster of unusual wooden cars and assorted double truck open cars made famous for their trips to Yale football games packed with riders. Ownership in the Connecticut system lay in the New Haven Railroad. When the New Haven went bankrupt the trolley operation fell on hard times. Today the Connecticut Company remains alive on the Branford Electric Railway Museum as well as at the operating trolley museums at Warehouse Point and Kennebunkport.

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TRANSIT CURRENTS

Reverse commuting

METROLINK is offering additional commuter rail service in the Losa Angeles area thanks to job growth in Orange County. An increasing number of people who live in Los Angeles now work in Orange County and the number should increase substantially in the next 20 years. Orange County is more than just a suburb of Los Angeles — it has become a major urban area in and of itself, but it lacks the central focus of a traditional city. Commuter rail service has been provided by Metrolink for a half dozen years for people who live in Orange County and travel into Los Angeles to work. But because commuter patterns are changing, Metrolink is working to find space on the tracks of Amtrak and freight operators for more trains, and trains operating in a different pattern than heretofore. On October 26, 1998, a new service came on line. Two new trains are offered, leaving Los Angeles at 6:45 and 7:46 a.m. for the "reverse commute" run out to Orange County. They will serve Norwalk, Fullerton, Anaheim, Orange, Santa Ana and Irvine. Thanks to John Allen Lee for this information.

New York to increase service

Basking in a budget surplus on the order of $200 million, New York City Transit would like to use the money to buy new equipment and increase service. Since NYC Transit has been selling the unlimited ride seven-day and 30-day Metro-Cards, subway ridership has increased eight percent and bus ridership has expanded by 30%, all since July 1996. The transit authority is expecting to expand its equipment purchases and in the near future the subway will see 212 new cars and 128 refurbished cars put into service to run 330 additional weekday and 368 additional weekend trips. Thanks to The *Bulletin* of the New York Division Electric Railroaders Association (P.O. Box 3001, New York, NY 10008).

The Atlantic Avenue tunnel

For a long time there has been a legend that Atlantic Avenue in Brooklyn had a tunnel under it, and some people even claimed to hear trains moving there. But no one knew of the tunnel's existence for sure, and no one in living memory had seen it. In the late 1970s an engineering student named Robert Diamond became curious. about it, and he investigated and eventually found 1850s maps of the area, and there was the lost tunnel. With the help of gas company employees, the long forgotten tunnel was rediscovered by Mr. Diamond. He refers to the structure as the world's oldest subway tunnel, as it was built in 1844. The tunnel took seven months to build, cost $56,000, and was built through a stretch of the city of Brooklyn that was growing rapidly and railway service was hindered by surface traffic.

At the present time Mr. Diamond is seeking to restore trolley service to the section of Brooklyn known as Red Hook on part of the Brooklyn Historic Railway Association. Diamond hopes that he can join the Red Hook line to a new subway running through the old tunnel. Many thanks to Tom Ruffin for the interesting news.

Washington Metrorail redecorates

The Washington Metrorail system is the second most heavily-used rapid transit system used in the United States. After a quarter century of service, its equipment has been more than well-used and is getting tired and tatty. It is time to bid farewell to the brown-and-orange major internal colors of the Washington Metro cars.

Late in 2000, Metrorail riders will begin to see major changes in the appearance of the rolling stock. With a new color scheme the cars will be lighter and brighter. Since 1978, beige walls and orange carpets were the color keynotes. With the change, shell white will color the interior walls. The side-facing seats will be reupholstered in grayish blue, while cranberry red will be the decor for most of the other upholstered seats. The color called Chesapeake Sand — a gold-toned accent — will be used on the seats near the middle of each row and at the ends of the cars. A tweedy carpet will be installed to pick up and give spark to those colors.

The brand new cars coming to the Metro system will be decorated in the new colors. There are now 764 cars to be rehabilitated; the color alteration on the current fleet will start as the cars go through rebuilding. Thanks to Sidney W. Earle Jr., for the news.

Baseball and rail ridership

The ridership figures on St. Louis's Bi-State Agency buses and light rail cars were extremely high while Mark McGwire was busy breaking a home-run record. The Busch Stadium Cardinals home games in July 1998 saw 263,410 riders on Metrolink trains and Bi-State buses. The month of July alone saw 5.2 million total riders on the system. If Mark McGwire and Sammy Sosa once again are vying for home run records, one can expect that Bi-State rail and bus lines and the Chicago Transit Authority rail and bus lines will do a thumping large business. There is good bus service to Wrigley Field in Chicago, and the northside elevated has an attractive new station at Addison just about the distance of a ball over second base from Wrigley Field.

By the way, baseball fans, the South Shore Line's ridership was up by 700 to 900

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

begins on Metrolink

a day during much of the baseball season when Kerry Wood was pitching for the Cubs. Now if the Phillies will just get back into the pennant race, the Broad Street subway in Philadelphia should do all right.

Tri-Rail fare policy

Tri-Rail, the commuter line between Miami Dade County and West Palm Beach, was supposed to quit when the widening of Interstate 95 was finished but, even though the work was completed in mid-summer 1995, Tri-Rail is still going. Tri-Rail has had many problems, including a lack of a strong ridership base, and fares cover only about 20% of operating cost, even though most commuter rail lines cover a significantly larger portion of their operating budgets. The real problem faced by Tri-Rail is that it is essentially a single-track railroad with passing sidings. The track is also used by CSX freight trains and by Amtrak. Over 70 miles of double track are needed, and so far there are nine miles of double track in the Fort Lauderdale area and a little over seven miles in the areas of Pompano Beach and Deerfield Beach. Unfortunately, the double tracking work has caused delays in the service and passengers have rebelled at the unreliability.

In an attempt to improve efficiency, the Tri-Rail folks have decided that passengers must buy their tickets off the train. At one time, a passenger could purchase a ticket on the train at a premium price if a place to buy a ticket off the train was available. This is not an uncommon practice on commuter rail service. On Tri-Rail, however, since April 1998 folks who do not have a ticket when they get on the train receive a $50 citation and no more on-board ticket sales are made. One wonders if this is a great marketing ploy? Many thanks to Mitchell Green for the news.

Fort Worth trolley

A trolley service is proposed to operate in downtown Fort Worth and serve Central City and the historic and cultural districts of the town. The $35 million trolley system would be nine miles long and run from Exchange Avenue south along North Main Street. It would then run through downtown Fort Worth on Houston and Commerce streets, then west along west 7th Street and Camp Bowie Boulevard. So far, economic feasibility studies show that the line is

Joseph M. Calisi

ON APRIL 23, 1999, 90,000 daily New York subway riders of the J, M and Z lines were forced to reroute their commutes due to repair work on the Williamsburg Bridge. The subway portion of the $130 million project is slated to last until October 10, 1999, when normal operations will resume. The lattice-iron girders currently in place to support the right-of-way between this 7308-foot East River bridge and the Marcy Avenue station in Brooklyn will be replaced with concrete piers. When all the work is completed in ten years, the bridge will be restored to its original 1903 appearance. In an historical note, the bridge did not begin carrying trolleys, elevated trains and subways until 1913. An M train has just crossed the span and is arriving at Marcy Avenue on March 17, 1999 **(above)**.

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feasible, and Fort Worth government leaders appear to be very interested in the new trolley service. Thanks to Al Lightcap for the information.

Flashes

In the **ST. LOUIS** area, after some delay, the Bi-State Development Agency opened a second MetroLink LRT station at the expanded Lambert East terminal building at St. Louis International Airport. Opening just before Christmas 1998, the rail facility allows free rides between the main Lambert terminal and Lambert East.

Statistics from **BALTIMORE** show that 18% of the 683,463 football fans who enjoyed attending games at the Ravens new stadium at Camden Yards used light rail transit. The stadium is served by the Hamburg Street light rail station. Hamburg Street served approximately 57,000 football fans. Thanks to Carl Edd for the news.

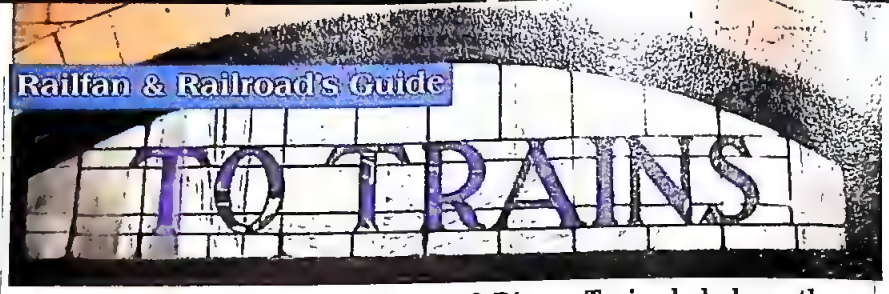
Ben Kerr informs me that, in **LOS ANGELES**, the new Pasadena Blue Line Construction Authority is having a bit of a flap over hiring a new chief executive officer to finish the project started by the Los Angeles Metropolitan Transportation Authority. Frustration over the MTA's decision to stop construction of the Pasadena light rail line led to the formation of a separate agency.

BOMBARDIER TRANSPORTATION is going to establish its Centre for Advanced Transit Systems in the greater Vancouver, British Columbia, area. The preferred site is in Burnaby, close by the British Columbia Rapid Transit maintenance facility. The task of the Centre for Advanced Transit Systems will be to push the Vancouver SkyTrain system in other parts of the world. The Burnaby site is close to the SkyTrain maintenance facility and is accessible to the SkyTrain guideway and the SkyTrain control tower. For more information, contact Francine Durocher Monin 450/441-3190.

Construction of the **SOUTH JERSEY** light rail project has been slowed by the discovery of an 1830s-vintage canal boat found buried beneath a bridge scheduled for expansion. The vessel and bridge at Crosswicks Creek in Bordentown, New Jersey, portend trouble in the timely completion of the rail line. The vessel has significant historical interest and experts are trying to determine its fate at the present time.

In **NEWARK**, NJ Transit commuter trains will stop four times an hour in each direction at the new station that will provide access to the link to Newark Airport. That link is an extension of the monorail line which now joins the several Newark Airport terminals. Amtrak runs about 100 Northeast Corridor trains by the airport each weekday, and many of them may stop as well. It is expected that at least 7000 passengers a day will use the airport station. The project costs $415 million and is expected to be in full service by the end of 2001.

In **CLEVELAND** it is proposed that the Euclid Avenue corridor be served by trolleybuses operating in a median strip. Parking would be taken off the street and the trolleybuses would run from the Public Square to the University Circle. Euclid would be exclusively trolleybus from Public Square to east 17th Street and then the trolleybuses would share the street east of 17th Street with diesel buses that would also use the trackless trolley lanes. Thanks to Harvey Hylton for the news.



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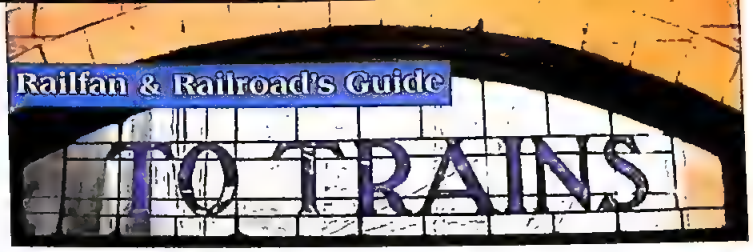

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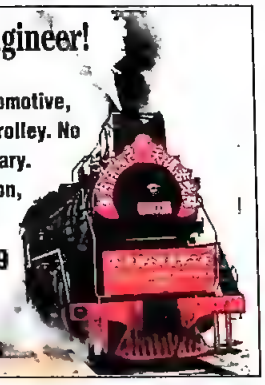

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Bob Gallegos

DM&E'S MAIN LINE STANDS TO GAIN significant traffic, and more outlets for current agri-business shippers, when the new coal line is built. An eastbound passes Sleepy Eye, Minnesota, in 1990.

Dakota, Minnesota & Eastern Coal Line Project: Time to Reassess

HOW WOULD YOU LIKE to invest in a project only to find that you could lose everything if some guy in a suit woke up in a bad mood and decided to kill the whole thing? According to a bill passed by the South Dakota State Legislature, such a scenario could happen. And, because of this legislation, a very important railroad project could be in jeopardy.

Imagine how Kevin Schieffer, president of the Dakota, Minnesota & Eastern (DM&E), felt when he learned that the State of South Dakota had passed a statute that gives Governor Bill Janklow the power to "yea" or "nay" the railroad's eminent domain powers to condemn land for the right-of-way from reluctant sellers.

Governor Janklow supports the DM&E project and says that he won't try to force the railroad to do anything that is financially unreasonable just to appease what a few communities want. Just the same, Mr. Schieffer is worried that the legislation may discourage potential investors from risking capital, knowing that the project can be stopped by a single person. The inability to attract capital could jeopardize the road's construction plans.

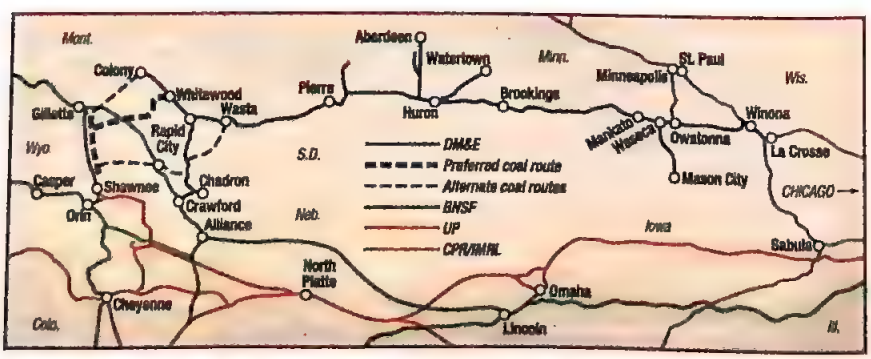
The dispute arises from DM&E's proposal to build approximately 280 miles of new track reaching from the west end of the railroad's main line into the coal-rich Powder River Basin. The project also involves upgrading over 600 miles of existing trackage to handle coal trains moving east to Midwest power plants and barge transloaders on the Mississippi River. Once up and running, the line is expected to handle 100 million tons of coal annually. To break even, the line needs only to garner five percent of the region's coal traffic.

To date, the Surface Transportation board has given the project its preliminary blessing and the DM&E has lined up $23 million from its primary investors for legal, engineering and other development costs.

The railroad has made numerous efforts to appease landowners and municipalities along the proposed route. Unfortunately, public ignorance about railroads and the usual "NIMBY" factors have slowed the project. There are even some uninformed groups who fear that the railroad will abandon grain shippers in favor of moving coal, not realizing that the road wants all of the traffic it can get. DM&E has done more than what is required by law to negotiate the political minefield in its path. In fact, Schieffer hopes that the question of eminent domain never comes up, as he would like to reach a negotiated settlement with all of the landowners and municipalities on the route.

Other hurdles to jump include opposition from towns along the existing route, including Pierre and Brookings, South Dakota, and Mankato, Rochester and Winona, Minnesota. Even though the railroad was there first and isn't required to seek permission to upgrade its existing line (federal laws on interstate commerce preempt local laws), the towns are concerned about the dramatic increase in traffic and the associated traffic, noise and safety problems. DM&E hopes to mitigate these problems through reroutes and new construction where possible.

Of the eminent domain issue, Schieffer states that the recently passed bill will cause a reevaluation of the project in light of possible difficulties in obtaining financing. Fortunately, the bill may prove to be moot as the rail line is considered interstate commerce and federal eminent domain laws normally supersede state laws. And, always the optimist with great vision, Mr. Schieffer said that one positive thing has come out of the proceedings; the fact that the state legislature lavished such attention on the project means that legislators recognize that this is one of the most important projects in South Dakota history — *BOB GALLEGOS.*



EDITORIAL COMMENTARY

High Risk and luck!

CONRAIL LOCAL WPAL-13 crosses the Pequest River at Belvidere, New Jersey, on April 7, 1999, behind GP38-2 8094. The train runs on an as-needed basis over former L&HHR and PRR trackage.

THE DAY I TURNED IN my CAMERA BAG column for this month, I took the sunny afternoon as an opportunity to do my annual "forsythia orgy" of trying to get trains with the screaming yellow spring flowering bushes. It was to be a "High Yield" venture on the old Lehigh Valley main line east of Allentown, Pennsylvania, but en route I decided to follow the old Lehigh & Hudson River tracks along the Delaware River from Belvidere to Phillipsburg, New Jersey. There's a Conrail local that is usually working Hudson Yard at P-burg around that time, and I remembered some forsythia at the south end of the yard. It was a long shot, but it was right on the way.

I almost passed it by when I caught some movement in Hudson and hung a bat-turn on River Road. There were a pair of clean Conrail GP38s pulling up to the north end of the riverbank yard — and the brakeman was hanging a FRED on the south end of their four-car train. This guy was going north!

That local ventures 14 miles up the old L&HR/PRR to Belvidere on an unpredictable "as needed" basis, and I've never caught him north of Hudson before. My plans for Lehigh Valley forsythia went out the window as I spent the next hour following this little train up the old L&HR, duplicating shots I'd last gotten with Century 420s! The weather was perfect, and I did manage a few forsythia shots and one cherry tree erupting in blossoms. It was one of those days you dream about and was capped off with a shot I'd been trying to get for 25 years — the waterfall bridge on the old PRR in the middle of Belvidere.

The local disappeared into the Roche plant in Belvidere about 4:30, and I figured that the light would be pretty well gone before he got headed back south (any crew worthy of their timeslips can spend two hours getting four cars spotted in a sprawling industry). So I abandoned the local in the Roche plant and headed on to my original objective — only to discover when I got there that the Lehigh Line had been closed all day for major trackwork at three bridges and nothing had turned a wheel since the RoadRailer at 10:00 that morning!

It was definitely my lucky day, when High Yield turned to be a very successful High Risk adventure — *JIM BOYD.*

Er, About that Conrail last day . . .

We need to make a slight revision to our plans for a "Conrail's Last Day" PHOTO LINE. No, it's not that the NS/CSX "control date" is going to be pushed back again (although that's always a possibility). It's just that there may not be anything to shoot on May 31st! Originally, our intent was to showcase Conrail photos from that last day only, but, given that May 31st falls on the Monday of the Memorial Day weekend holiday, traffic

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would likely be mighty slim to begin with; on top of that, reports have surfaced indicating that NS and CSX plan to shut the Conrail system down entirely on May 31st in order to cut over all of their systems in time for the June 1st start date. So, to avoid running a PHOTO LINE consisting of nothing but empty track or sleeping locomotives, we've opened it up a little. The theme will now be "Conrail's Last *Weekend*," and can include shots taken from 12:01 a.m. Saturday, May 29th, through 11:59 p.m. Monday, May 31st. The rest of the details still apply — the piece will run in our September issue, and entries must be received in our office by June 15, 1999, for consideration. And that's the final word on the subject. We think. — *G.F.*

25th Anniversary trip reminder

Here's a reminder that to celebrate RAILFAN & RAILROAD's 25th Anniversary, Carstens Publications and the Steamtown National Historic Site are teaming up to bring you a double-headed steam excursion from Scranton to Analomink, Pennsylvania. We plan to use Steamtown's Canadian National 4-6-2 2317 and Canadian Pacific 2-8-2 3254 for the westbound romp through Devil's Hole on the former Lackawanna main line. Tickets are $59.95 for adults and $39.95 for kids under 12. Steamtown is handling the ticket sales, and you can order tickets from them by using your credit card by calling 570/340-5204. For more information see the ad on **page 64** or last month's MARKERS column.

Steve

NEXT MONTH RAILFAN & RAILROAD

Steve Schmollinger

• THE WP IN STOCKTON: Back in the 1970s the Western Pacific was still operating as a Western railfan favorite. Steve Schmollinger takes us to California's Central Valley for a look at the Feather River railroad as it appeared 25 years ago.

Ben Martin

• THE B&M's WEST END: Springfield Terminal's District 4, better known as the West End of the former Boston & Maine, is the "other" railroad in the Berkshire Mountains of Massachusetts. Ben Martin shows us the diversity found along this scenic line.

AUGUST 1999 ISSUE ON SALE JULY 1

Advertising Index for July 1999

A

Audio Visual Designs....11

B

B.R.M.N.A. 22
Barnard, Roberts & Co. 14
Black Hills Central Railroad 61
Blue Mountain & Reading Railroad 3
Blue Ridge Scenic Railroad....60
The Book Depot 48,49
Boone & Scenic Valley Railroad 61
Bradley Woodworking....9
Bytown Railway Society 11

C

D. Carlton Railbooks....20
Carstens Publications....19,21,23,55
Catenary Video Productions....20
Charlie Russell Chew Choo 60
Colorado Railroad Museum....9
Conway Scenic Railroad 60
Crossroads Village & Huckleberry Railroad 61

D

Danbury Railroad Museum. 8
The Depot Attic....58
The Depot Attic at Strasburg 62
Depot Square Publishing. 22
Durango & Silverton Railroad....10

E

Elderberry Line....61

F

Four Ways West....14

G

Golden Spike Enterprises 20
Goodheart Video Productions 13
Green Frog Productions Inc....Cover II
Great Northern Pacific Publications 18
L.V. Grogan....14

H

Herron Rail Services 17
Hi-Iron Railroad Videos 18
Hot Rail Productions....22
How Book....20

I

Illinios Railway Museum 61
Indiana Transportation Museum 61
Indiana University Press....23
Iowa Railroad Historical Society61

L

Carleton F. Loucks....51

M

Machines of Iron....10
Mad River & NKP Railroad Museum 61
McMillan Publications....16
Manitou & Pike's Peak Railway 61
Mid Atlantic Railroad 20
Morning Sun Books....9
Mount Dora Scenic Railroad 61
Multipower International, Inc. 58
Museum & Tourist Line Directory 60,61

N

Napa Valley Wine Train....60
National Railway Historical Society 9
Nestle's Railroadiana....62
Neff Videos....8

P

Plets Express 62

R

Railcom 51
Railfan & Railroad 54,55,57,64
Railroad Avenue Enterprises....52
The Railroad Press....63
Railroad Research Publications 20
Railroad Video Productions....19
Rails 'N' Shafts 15
Raritan Bay Hobbies 50
Roaring Camp & Santa Cruz Big Trees Railway 61
Ben Rohrbeck....58
Ron's Books....Cover III

S

Schrader Enterprises 22
Signal Computer Consultants....21

T

TLC Publishing....12,53
Trackside Video 14,20
Transit Gloria Mundi 59
Trillium Video 62

W

Water Level Industries 18
Western Maryland Scenic Railroad....61
Withers Publishing....Cover IV

Y

Yolo Shortline Railroad & Golden River Line Luxury Railcars 61

Final Frame

Photo by Richard J. Allen

Going back about 24 years, this was a fairly typical scene in Tunnel, New York: A pair of Delaware & Hudson RF16 "Sharks" haul Oneonta-Binghamton freight OBX-2 out of Belden Tunnel. Don't look for any of the elements from this November 1975 view now, though. The Sharks are long since retired, the stone tunnel portal's been replaced, and even the venerable D&H name has been supplanted. Trains of the St. Lawrence & Hudson division of CP Rail polish these rails today.

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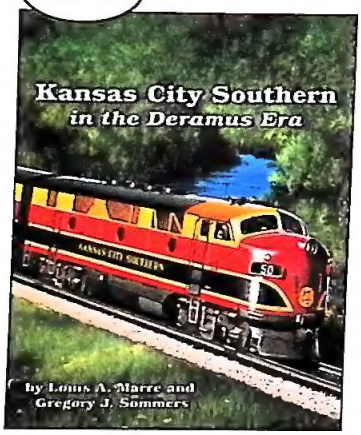

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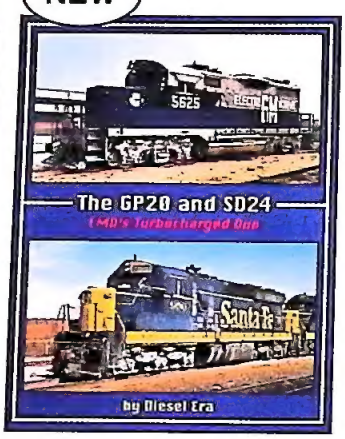

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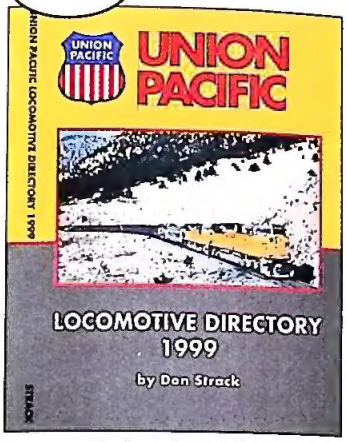

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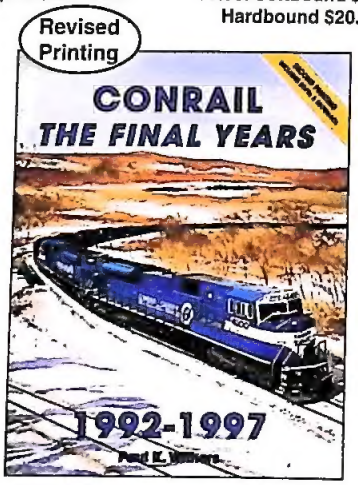

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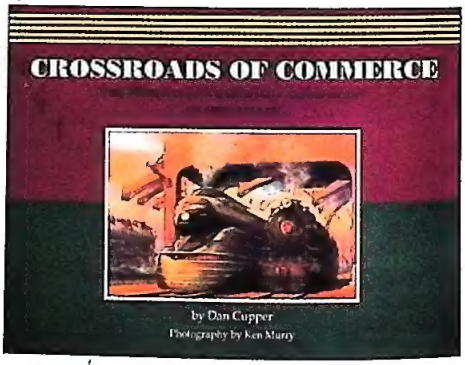

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